

Library, Supreme Court



"Consider your car. When you bought it, it represented the very finest product of automotive science and craft. It was the proven champion motor car of the world and who could conceive an improvement?" Since that time, there have been improvements in this very car by its own builders. Free Wheeling - something that never entered our minds a year ago - is now here and we can only say that it has come as result of constant research and striving toward betterment. You find an answer."

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/5 7/10.

No. 27,982.

HONG KONG, THURSDAY, DECEMBER 17, 1931. PRICE \$3.00 Per Month.



UNITED STATES TRADE KIANGSU - TOKOOKA MARU CASE.

Large Drops in Exports and Imports.

11 MONTHS' SURVEY.

New York, Yesterday. Drops of more than a milliard dollars in exports, and nine hundred million dollars in imports are revealed in the figures of the foreign trade of the United States for the past eleven months. Balance of trade, however, is still considerably in America's favour, as the surplus of exports for November is forty-three million dollars, and for the eleven months three hundred million dollars.—Reuter.

LOCAL SHARE MARKET.

No Material Change This Morning.

STILL STEADY.

The official summary issued by the Stock Exchange to-day states: There is no material change in the rates this morning. The market being quietly steady.

Sales.

Wharves, \$154.
Hotels (old), \$15.
Trams, \$21/\$21.10.
Lane, Crawford's (old), \$6.60:
Providents (old), \$5.14.
Dairy Farms, \$29.20.
Humphreys (old), \$18.
H.K. Amusements, \$20.

Buyers.

Hotels (old), \$14.80.
Raubs, \$42.
Humphreys (old), \$18.
H.K. Electrics, \$78.
Trams, \$20.90.
Chinese Estates, \$95.
Canton Ices, \$5.34.
Dairy Farms, \$28.31.
Entertainments (new), \$16.
H.K. Lands, \$80:
Providents (old), \$5.15.
Providents (new), \$2.35.
Ewes, Tls. 15½.
Peak Tram (new), \$7.4.
Telephones (part paid), \$25.34.
Cements (combined), \$18.90.
H.K. Amusements, \$19.90.
H.K. Government Loan, \$214 per cent premium.

Sellers.

Ewes, Tls. 15.90.
S.C. Enterprises, \$10.
China Lights, \$27.60.

ANOTHER ANTI-DUMPING ORDER.

London, Yesterday. The Board of Trade's third anti-dumping order is expected to be issued to-night. It is reported that it will, probably, include a duty on foreign cotton goods.—Reuter.

SHIP'S OFFICER LOCATED.

Fears as to the safety of Mr. D. F. Fairfax, Chief Officer of the s.s. *On Leo* (who was yesterday reported by Captain Mitchell as having been missing since Saturday) have been allayed.

Mr. Fairfax, who is not a Scotsman, was located in the centre of the city yesterday, thus removing the anxiety over a possibility that he might have fallen into the sea on coming ashore on Saturday.

U. S. GOLD HEAP

Arising Out of a Collision.

\$80,000 CLAIMS.

YET MOUNTING HIGHER.

"YELLOW PERIL"

LATEST STOCK RETURNS.

Washington, Yesterday. United States' stocks of gold are actually increasing. Figures for the eleven months ended November 30 show:

Imports \$522,000,000.
Exports \$434,000,000.

— Reuter's American Service.

WELDING OF THE EMPIRE.

The Coming Ottawa Conference.

ITS OPPORTUNITIES.

Rugby, Yesterday. Major Colville, Secretary to the Department of Overseas Trade, at Sheffield, referring to measures for correcting the adverse trade balance said that if the Japanese Captain had dropped both anchors when he altered his course to N.E., there would have been no collision. It was in his submission, that it was clear in law that the Japanese Captain was solely liable. The collision could have been avoided if the N.Y.K. steamer's master had taken proper steps and exercised ordinary precautions. (He would maintain this to the end.) Mr. Potter also contended that the Japanese Captain knew he was doing something unjustified, in that he was crossing the path of an inward bound ship.

Counsel then dealt with the case against the s.s. *Kiangsu*. It was alleged against them that they were going at an excessive speed. It was foggy. What was their position? At 7.45 the engines of the *Kiangsu* were put at dead slow, and so continued until just before the collision. His Lordship, said Counsel, also knew that their course was altered to N.W. by West with the object of taking the *Kiangsu* over to the starboard side of the fairway. In coming to a conclusion as to whether they were going at a proper speed or not, it must be remembered that there were a number of elementary conditions that had to be taken into consideration.

Mr. Potter asked his Lordship to bear in mind that at this time, the ship was not at sea, in a fog, and with its position uncertain, with ships all around it, and in a place where ships are not compelled by any rule of the road to keep in any particular course. That was his first point. He submitted that the *Kiangsu*'s position at 7.45 was vitally important, because then Captain Ritchie knew exactly where he was.

Counsel's second point was that Captain Ritchie was in a fairway, where he knew that it was the duty of an outward bound steamer. No inland and outward bound same captain of a ship would cross steamers to keep to a proper course, a fairway in a fog. The whistle evidence, and in this regard he asked his Lordship to look at the chart before him, that Captain Ritchie, having heard a fog signal on the port bow came to the only conclusion, which the master of an inward bound ship could come to in the circumstances of the case, that that was the whistle of an outward bound ship. The decision of the case was not so much the hearing of the whistles on the port bow, but that that was the whistle of an outward bound steamer. After further contentions, Mr.

Mr. Potter's third point was that Potter pointed out that if the Court there was nothing in front or behind the *Kiangsu* on the starboard side, with which Captain Ritchie whistled he knew the ship to be outward bound, than the case would end may be concerned.

Fourthly, Captain Ritchie was in there, a fairway, a piece of water, where he could never anticipate that he Captain Ritchie's evidence, in full, would find an outward bound ship on the northern side of the fairway, by Mr. H. G. Sheldon: The case is proceeding.

ANOTHER BRITISH GESTURE

Suspend Naval Building Programme.

DAILY HERALD SAYS SO.

London, Yesterday. Government is considering the suspension of the whole British naval building programme, with the exception of submarines, according to the Daily Herald. This paper says the question is now being considered by the Cabinet's sub-committee, and if decided upon suspension will be temporary and contingent upon the progress made at the forthcoming Disarmament Conference to be held in February. It is hoped such suspension will give the British delegation at the Conference a strong weapon in pressing for European naval and military reductions. If the Conference results are satisfactory, suspension could be made permanent.

It is recalled that Mr. C. B. Alexander, in introducing the Naval Estimates in March, declared that if further progress in agreed reductions were made at the Disarmament Conference, the Government would be able to cancel, postpone, or vary different items.

Apart from the effect of the Disarmament Conference, Naval suspension will mean a saving probably of several millions sterling.

It is understood that Mr. Neville Chamberlain is strongly supporting the idea. The ships concerned were provided in the programme announced last March and would normally have commenced in February.

They comprise two 7,000 and one 5,000-ton armoured cruisers, one flotilla leader, light destroyers, four sloops, one gunboat, and two auxiliary vessels.

**if you are busy,
glean the news of
the day from the
back page, where
you will find it con-
veniently summarised
for you.**

RIDDING BRITAIN OF SMOKE.

New Coal Process to Be Developed.

SALERVI SYSTEM.

Rugby, Yesterday. Sir Eric Hambro, at a luncheon in honour of Commandante Piero Salerni, who has developed a process for low temperature carbonisation of coal, expressed his confidence, in the Salerni system. He said he had decided himself to shoulder the responsibility for provision of initial funds for the development of the system, which promised not only to restore prosperity to the British Mining Industry, but to rid the country of smoke, and create a home supply of oil and motor fuels. — British Wireless Service.

SIAM AND BRITAIN ON THE PHONE.

Rugby, Yesterday. The Postmaster-General announces that from to-morrow telephone service will be available from all parts of Great Britain and Northern Ireland to Siam, the route being via Berlin and thence by wireless to Bangkok. — British Wireless Service.

CABINET BUSY AT WORK.

Rugby, Yesterday. The Prime Minister presided to-day at two meetings of the Cabinet, when the survey of current problems, begun last Monday, was completed. Many difficult points, requiring more prolonged consideration, have been referred to committees, which will sit during the recess, for reporting no later than January 12, when Members of the Cabinet will reassemble in London.

The Prime Minister leaves London to-morrow night for Lowestoft, where he will spend Christmas. — British Wireless Service.

FRANCO-BRITISH REPARATIONS TALKS.

Rugby, Yesterday. Sir Frederick Leith Ross, of the Treasury, is leaving to-morrow for Paris, where he will exchange views with representatives of the French Government in anticipation of an International Conference on Reparations which may be held after a report has been received from the Special Advisory Committee under the Young Plan now sitting at Basle.

The date and place of the meeting has not yet been fixed. — British Wireless Service.

MR. WINSTON CHURCHILL BETTER.

Rugby, Yesterday. New York reports of a bulletin issued regarding Mr. Winston Churchill records his progress as most favourable. Symptoms of pleurisy have improved. Wounds are healing well, and Mr. Churchill is suffering much less pain. — British Wireless Service.

CONGRATULATIONS.

League's Handling of Manchuria Dispute.

M. BRIAND'S REPLY.

Paris, Yesterday. The United States Ambassador, Mr. Edge, visited M. Briand to-day to offer his Government's congratulations on the success of the League Council's session.

M. Briand replied that he greatly valued American support in so delicate an affair as the Sino-Japanese dispute. — Reuter.

PRINCE OF WALES ON TRAVEL

TOO LITTLE KNOWN OF THE CHARMS OF BRITAIN

NEED FOR EXTENDED TRAVEL

"TRAVEL & TRADE ARE INTERNATIONAL," SAYS "EMPIRE'S BEST PUBLICIST."

London, Yesterday.

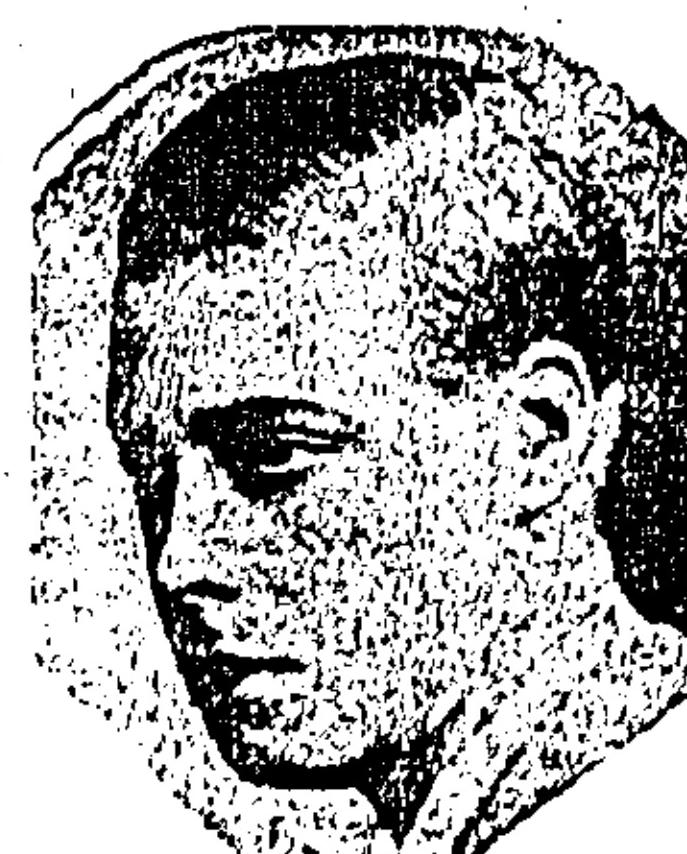
In pursuance of his role as the "Empire's Best Publicist," the Prince of Wales stirring address the annual meeting of the Travel Association of Great Britain and Ireland and declared that too little was known abroad of what the British Isles had to offer. There was too much talk of the financial and industrial difficulties afflicting Britain equally with the rest of the world.

"This is the moment to impress the world that we are alive and mean to go forward again." He extolled the virtues of travel, and said it was "only by free exchange of goods, services, and visits that the world can live in comfort, peace, and mutual understanding." He was glad the Association, in advertising the fact that the British Isles could "present interesting and efficient places," were not overlooking the need of showing to others that Britain had some very great industries, because the adaptation of the old rhyme, at present was very true, namely:

"Early to bed, Early to rise,
But you'll soon be burst,
If you don't advertise."

(Laughter and cheers).

— Reuter.



Rugby, Yesterday.

At a meeting of the Travel Association, the Prince of Wales said that too little was known of the charm of Britain, while too much was heard of her financial and industrial difficulties which, he regretted, Britain shared with the world.

He emphasised the need for extended travel. If, temporarily, the British people were being dissuaded from travelling abroad for pleasure, as apart from business, foreign countries would realise that this was merely an emergency measure. As soon as the situation became more stabilised, British people would, certainly, go abroad again, just as the Travel Association hoped people in countries and overseas would visit Britain.

"Travel and trade are international," the Prince said, "and it was only by exchanging goods, services, and visits that we can live in comfort, peace, and mutual understanding. If we always stay at home and try to eke out a livelihood by taking in each other's washing, it will be a precarious livelihood for the whole world." — British Wireless Service.

FILMS AS AID TO EDUCATION

Rugby, Yesterday.

A report of an experiment by the Middlesex Educational Authorities in fifteen schools on the use of special sound films as an aid to teaching, states that, the committee find films because and maintain interest, help to develop originality, encourage children to read more widely, enrich personal experience, and correlate the work of the classroom with the life of the world outside.

Talk films, it is stated, bring the greatest benefit to the dullest children, achieving a greater awakening of intellectual consciousness than has been achieved by any other means. — British Wireless Service.

MOTORISTS THIS IS YOUR PAGE

IN SHANGHAI.

Most Cosmopolitan Car City.

Los Angeles, Cal., Oct. 23.—Capt. James E. Snow, of the Marine Corps, who has just returned to duty at the Marine Corps rifle range near La Jolla, on the road to Tia Juana and Agua Caliente in Old Mexico, has discovered the most cosmopolitan automobile city in the world. It is Shanghai, where for three years Capt. Snow, or Big Jim, as he is known to his friends, was Provost Marshal of the foreign settlement. Being Provost Marshal in Shanghai is a job like chief of traffic Police in any big city.

While attending to these duties Capt. Snow made a study of the number of makes of cars as well as the number of cars registered. The result could probably not be duplicated anywhere else in the world. Out of a total of 5,606 automobiles registered, Capt. Snow found no less than 164 different makes—a greater variety of automobile names than the average person could guess existed.

Buick led the registrations, said Capt. Snow, "with 646 cars, or 11½ per cent. of the total. The ten leading makes represented 20 per cent. Of these ten leaders two are of foreign make and the remaining 154 makes each has registered from 1 to 100. One hundred and fifty makes have less than a hundred."

"Every nationality under the sun is represented in the ownership of Buicks. One may see a native Chinaman being driven around the narrow streets of Shanghai as well as an Afghan potentate in the latest model Buick limousine. Buicks of undetermined vintage, but still going strong, serenely wind their way among the crooked thoroughfares of the native section of the city.

In contrast to the familiar name Buick, are the names of over a hundred cars which the average American hasn't even heard of. I had the names and the number register-

ed of all these cars printed in the Shanghai Municipal Gazette. Here are the rankings of the most important:

Buick, 646; Ford, 482; Chevrolet, 375; Fiat, 317; Studebaker, 316; Morris-C, 286; Austin, 243; Dodge, 215; Nash, 213; Essex, 193; M-Oxford, 185; Citroen, 178; Whippet, 161; Hupmobile, 155; Chrysler, 128; Rugby, 92; Standard, 91; Braking, 87; Overland, 85; Renault, 83; Oldsmobile, 72; Pontiac, 58."

"All other makes had from 1 to 49 cars registered."

"Wherever you go, it's Buick you see most of, and I've been in all parts of China, Japan, Nicaragua, the Philippines, Guam, Haiti and San Domingo. Do you know that Sandino, the Nicaraguan Bandit, uses a Buick for his personal car when not in the hills?

"When you remember that there is a tax of 30 per cent. placed equally on the value of all cars in Shanghai, no matter of what make or from what country you can realize just what a position Buick has attained."

MOTOR CAR SPEEDS.

Rough roads and steep hills offer no obstacles to modern automobiles and now the problem of crossing water is in a fair way of being solved, according to despatches from Germany.

Emil Gross, a young mechanic who lives in Berlin, has evolved an idea which may convert the motor car into an amphibious vehicle. He has demonstrated that with the special equipment he has constructed, an automobile can be converted into a seagoing hulk in fifteen minutes.

At a recent test in Germany, a Chevrolet touring car was used for the experiment. Gross won applause from the crowds of spectators who saw him drive his Chevrolet through the water almost as easily as a motor-boat.

An inflated cushion at the front and one at the rear of the car and two inflated pontoons, one on each side of the body, were utilized to keep the vehicle afloat. The car was driven exactly the same as on land.

DE LUXE PLANE.

Shipped from Boston to Manchester.

The most luxurious de luxe trimotor club plane yet turned out by the Ford Motor Company aeroplane factory at Ford Airport, Dearborn, Mich., has just been shipped from Boston on an Oriole Line freighter to Manchester, England, for display by pilots of Ford Motor Company, Ltd., in Great Britain and on the Continent.

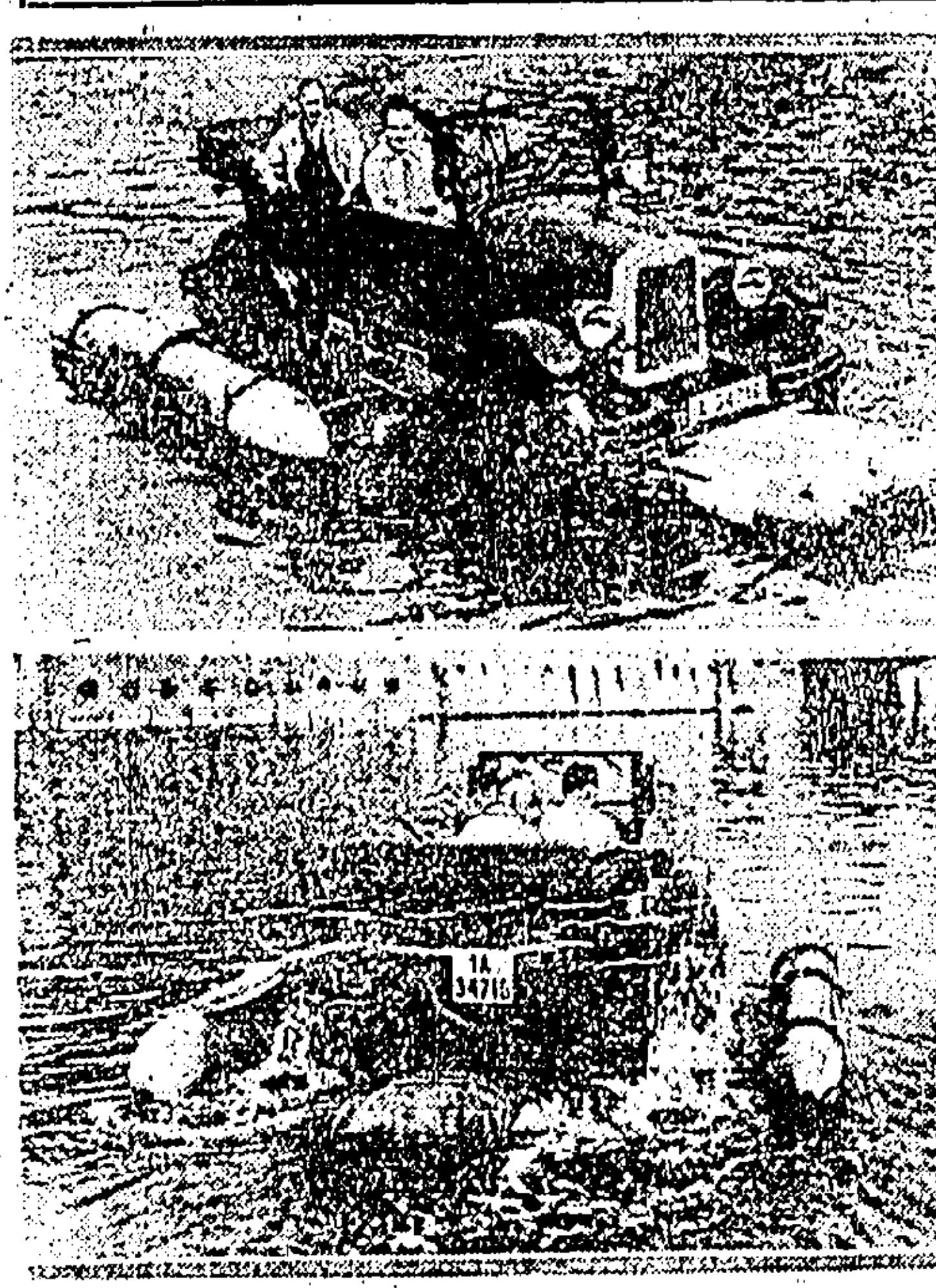
The club interior of the plane is finished in rich browns, greens and tans, the lower wall panels being of oriental walnut, with a decorative scene of British hunting scenes against a tan coloured background. Walnut panels between the windows are set off with a riding crop and horn against a similar background, while the relief panels on either side of the forward wall of the passenger compartment drapes of eucalyptus harmonise with the other fittings.

The six club-type reclining chairs and a divan accommodating three persons are upholstered in dark green colonial grain leather. Lamps shaded with crystal glass light the cabin for reading, one lamp being fitted above each seat. Other interior fittings include an electric fan and a cupboard built into the forward wall of the luggage compartment which is located just to the rear of the passenger compartment.

A lavatory, fully equipped, is reached by a door opening out of the cabin, adjoining the luggage space. The plane is of the high speed type, with high wing which allows full head room throughout the cabin. Each of the three Wasp engines is fitted with an electric inertia starter. Other equipment includes an aperiodic compass and increases in total operation figures. The British estimate was made by the magazine Motor Commerce, of London, the British motor trade authority, on similar information covering Great Britain. The two compilations were made entirely independently and, of course, refer to conditions and cars of these two countries. Strikingly enough, there has been a reduction in the annual life of the automobiles in each country, although far less pronounced in the United States than in Great Britain.

No attempt can be made, without more complete information than is now available, to ascertain the life span of cars in other countries. However, upon information compiled

A SEA-GOING CHEVROLET



Emil Gross of Berlin, Germany, testing his invention on a Chevrolet. By means of pontoons and two inflated cushions, any car can be converted into a sea-going conveyance in fifteen minutes. This Chevrolet is driven just the same as though it were on land.

A 'YARD-STICK.'

The motor trade has long sought a "yard-stick" by which it might determine the "life expectancy" of the average motor-car. Obviously, conditions of operation and use vary materially in the different countries that no completely accurate estimate can be given. However, in early 1931, efforts to arrive at this figure have been made in both the United States and Great Britain and, surprisingly enough, the evidence is that car life is practically the same in the two countries. The American compilation was made by the National Automobile Chamber of Commerce, of New York, based on annual registrations, scrappages

and increases in total operation figures. The British estimate was made by the magazine Motor Commerce, of London, the British motor trade authority, on similar information covering Great Britain. The two compilations were made entirely independently and, of course, refer to conditions and cars of these two countries. Strikingly enough, there has been a reduction in the annual life of the automobiles in each country, although far less pronounced in the United States than in Great Britain.

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PIKE'S PEAK RACE.

Another Win by Willys "Six."

Racing over the historic Pike's Peak route from Crystal Creek Canyon to the heights of Pike's Peak, a stock Willys "six" roadster, has again captured the annual mountain climb. This race, known as America's greatest hill climbing classic, made history, for the Willys "six" repeated its performance of last year and won first and second places in the stock-car race.

In this test the Willys "six" made the thrilling 12.1/3 mile dash up the steep sides of the mountain with its 203 curves, in the remarkable time of 25 minutes, 9½ seconds. The race was under supervision of the A.A.A.

Thousands of spectators lined the course to witness this thirteenth renewal of the famous race, which imposes the most strenuous demand on driver and engine. The fact that the cars are constantly climbing from the moment they leave the starting point at Crystal Creek Canyon, on up above the timber line, and the ever-changing altitude, tests to the fullest extent the efficiency of steady power development and brings reward to a car soundly engineered, and defeat to one less perfect.

By virtue of this victory the Penrose Trophy remains in the possession of Willys-Overland for another year.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nai Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 26544.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56223.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.

MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

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BY CAR, TRAM OR BUS

DEMONSTRATION OF CARS ON REQUEST.

OWNER SAFEGUARD.

Manufacturers' Big Laboratory.

Playing an important part in the choice of proper materials, the chemical laboratory of the Hupmobile Car Corporation in reality serves as a protection to the hundreds of thousands of owners through a myriad of tests on materials.

Hupmobile's million dollar engineering building houses one of the most complete chemical laboratories to be found in the automobile industry. A nationally known metallurgist and chemist is in charge of the laboratory which was designed for the exhaustive testing of raw and finished materials entering into the production of Hupmobile cars.

There is an infinite variety of Hupmobile's chemical testing laboratory. In fact, any chemical engineer would find himself completely at home among the hundreds of test tubes, Bunsen burners, beakers, litmus papers, acids, electrodes—and other stock equipment. And the functions of all this equipment are just as varied.

Tests All Material.

For example, chips are taken from every shipment of steel, brass, aluminium, cast iron, copper and other metals. These test chips are numbered and recorded, together with the dates of shipment, for future reference. Each one is then analyzed, and this analytical record is also kept, so that Hupmobile has a day to day, month to month and year to year record of the content and qualifications of all material shipments to its five great plants. Thus the company controls, at the source, the kind of raw material that goes into its cars.

The fabrics that are used for tops and top linings, seat coverings, body linings, packing and in numerous other parts are tested for tensile strength, correct weave, wearing qualities, fastness of colours and their durability under prolonged illumination of unusual strength which is, in effect, concentrated sunlight. Certain materials, such as top fabrics that are exposed to the elements are likewise submerged in water for definite periods to determine their ability to withstand rain and other moisture.

Paints and Lacquers Tested Too.

Even the various paints and lacquers used are meticulously tested, and subjected to weather and erosion tests, not to mention heat and cold extremes.

Petrols are constantly being tested to determine their starting capacity and their efficiency under widely varying temperature conditions. Engine oils and other lubricants are likewise subjected to numerous tests, including the use of a specially developed electric refrigerator and a cold room in which engines may be operated in either summer heat to winter's temperatures within a few hours time. Tests are now being conducted on the corrosive effects of several types of radiator compounds now being sold on the market as contrasted with the destructive effects of ordinary tap water.

There is scarcely a chemical test devised for metals, fabrics and other materials that cannot be quickly and easily duplicated in this great laboratory. So efficient has this department become that many other trades and industries have sent specialists to Hupmobile to inspect this chemical laboratory.

Through the thousands of tests

made each year, through the day to day record of these tests on raw materials and finished units, and through the elimination of unsatisfactory materials, Hupmobile has paved the way for satisfied ownership. Every beaker that is filled, every test tube that is heated, and every analysis made is assurance of the continued high quality which has coined for Hupmobile its phrase: "We Believe Hupmobile to be the Best Car of its Class in the World."

NOTES AND NEWS.

It was announced at Birmingham three weeks ago by Singer and Co. Ltd., the motor-car manufacturers that the number of their employees had recently increased by nearly 1,000, and is still increasing. During September the number of cars sold was 120 per cent. greater than in the same month last year, while for the first week in October the increase was 25 per cent. The wages bill has gone up several thousand pounds.

The Riley "9" now holds the following international records:

50 kilometres	108.90 m.p.h.
50 miles	108.39 m.p.h.
100 kilometres	108.06 m.p.h.
100 miles	108.05 m.p.h.
1 hour	108.11 m.p.h.
200 kilometres	102.28 m.p.h.
2,000 kilometres	66.82 m.p.h.
3,000 kilometres	65.78 m.p.h.
4,000 kilometres	64.85 m.p.h.
1,000 miles	67.80 m.p.h.
2,000 miles	65.54 m.p.h.
24 hours	66.63 m.p.h.

Apart from the difficulties normally associated with the maintenance of such high average speeds in a comparatively small car, Eyston, in securing the first six of these, had to contend with unkindly elements. A thunder-storm visited Montlhery during the progress of the run, and heavy rain fell throughout its duration. In his report to the Riley Co., Eyston states that the engine functioned perfectly throughout, and was reviving in excess of 6,000 r.m.p. during the whole run. The performance is the best of all possible tributes to Riley engine design, for it must be borne in mind that the 6,000 r.m.p. were obtained without the benefit of supercharging, and that the engine design is the same as that which permits such a wide margin of efficiency to the ordinary Riley owner-driver.

New British Records.

Undoubtedly the most forceful example of this was given by the Rt. Hon. G. W. Forbes, P.C., Prime Minister of New Zealand, who recently said: "In the past, in the motor industry, we have had difficulties in obtaining precisely the cars and trucks we require from home, but from my own experience I can say that there has been a remarkable change recently, and today there is a range of cars and trucks of all sizes and prices to suit New Zealand conditions. To those about to buy I would ask you to give full consideration to Britain's motor products."

British cars have, throughout the year, been giving the most convincing proof of their ability to create records, commencing with Sir Malcolm Campbell's success at Daytona, and culminating, to date, with the British successes in the fastest and most spectacular Tourist Trophy Race on the Ards Circuit, near Belfast, when a British light car won at an average speed, for the 360 miles, of 67.90 m.p.h.

Almost each mail brings from overseas further evidence of the increasing interest being shown in British motor vehicles; as the public realises that the virtue of road transport must ultimately be a matter of economy of operation, and the manufacturers

BRITISH PROGRESS.

Cars Finding New Markets.

The present year has seen the British motor industry virtually maintaining, and in some respects, extending its success. The British motor industry has held the position in the home and exports markets which, in its particular case, has only been secured by persistent and determined efforts against difficulties which, but a few years ago, appeared to be almost insuperable.

The figures of British motor exports reflect, naturally, the world-wide economic position, but it is gratifying, nevertheless, to be able to report, that they also show that the export position is becoming more stable, and that conditions in one or two important markets can no longer so materially affect the general position.

Entry is slowly but surely being made in markets which were formerly almost, if not entirely, closed to British vehicles.

The following table is an indication of the progress made:

	Exports	Exports
	to rest of	Empire. World.
	Empire.	World.
1922	2,206	835
1924	13,608	2,061
1926	28,951	3,437
1928	26,865	5,676
1930	25,749	4,112

For the seven months, January to July, 1931, the exports of British motor vehicles have amounted in number to 13,905.

In spite of these conditions, there is in almost every direction overseas an increasing desire to satisfy their transport needs by the use of motor vehicles manufactured in Great Britain.

New British Records.

The New South Wales Police recently "traded in" to the Morris depot in Sydney a Morris-Cowley touring model which had officially recorded 86,000 miles over two years' running. The car remained in excellent condition—a fact which was amply confirmed by an unbiased authority who immediately took it for a week-end run. The three salient points emerging from this expert's report were:—(1) steady cruising speed of 40 m.p.h.; (2) petrol consumption 26.5 m.p.g. (in spite of imperfect adjustment of carburettor and idling speed); (3) oil consumption 7.42 m.p.g.

Those pessimists who still persistently cry that the small British car is unsuitable for overseas, will be shocked by the news that in New South Wales, at any rate, the type has proved itself most suitable and efficient. During the last twelve months or so one make alone, the Triumph Super-Seven, has won 34 cups and trophies in open contests. Included in the trophies are the Challenge Shield for the 24 hours' Winter trial—the most strenuous in New South Wales

and the Wakefield Trophy for 1930. The latter is offered annually for the highest aggregate score in ten trials organised by the R.A.C. of Australia, and it was won by the little British car in competition with foreigners of many times the size.

at home are facing the future in a spirit of optimism, determined that, with a return to more normal world-trade conditions, the products of their factories shall, through their merits, and with the support and co-operation of overseas distributors and public, secure a position of pre-eminence in the motor markets of the world.

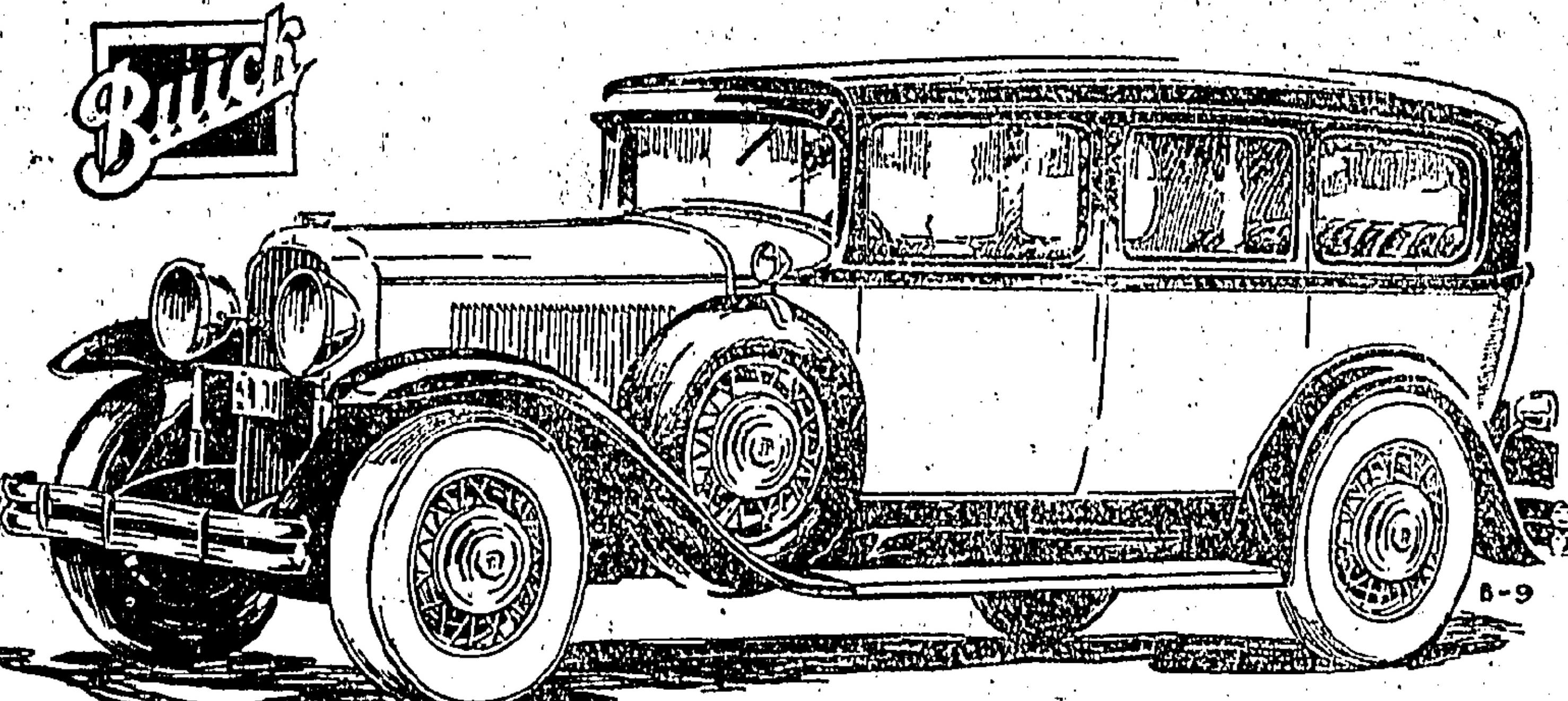
THE HOME SHOW.

The Home papers are still full of the Motor Show. There appears to be no doubt about it that the outstanding feature of it was the success of the baby cars, which, as one writer says, are fitted with coachwork of surprising roominess. When descriptions of these new cars were published, many expressed the opinion that the big body and the small chassis would be out of proportion, but an inspection of the various cars showed that this impression was quite erroneous. The new £80 car shown by Rovers, attracted a enormous amount of attention. His car breaks quite new ground, and, most probably, is the forerunner of other inexpensive cars. It is constructed on unorthodox lines, yet has the standard appearance. The air-cooled engine, the rear drive, and the independent springing of each wheel are all features which merely require coordination by a competent engineer.

Another striking feature was the great advance made in coachwork.

Mechanical improvements were few and far between, but practically every maker showed considerable improvement in his body work. The lowest-priced cars were often to be found with coachwork which is extremely expensive to produce, such as the pressed steel body. This type of body construction has tremendous advantages, and it is only possible to fit it to a low-priced chassis when these are turned out in great quantities. Another interesting development may be described as the alternative specialised body. The British buyer prefers a car with some individuality, and likes to own a car which differs somewhat from his neighbour's, though of the same make. This want is now met by some of the big body firms, who have standardised special bodies for well-known classes, which sell at a reasonable price. Previously a special body was somewhat expensive production, but by laying down a certain number at a time the coachbuilder can apply a distinctive body at a reasonable cost.

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THE EASIEST CAR IN THE WORLD TO DRIVE

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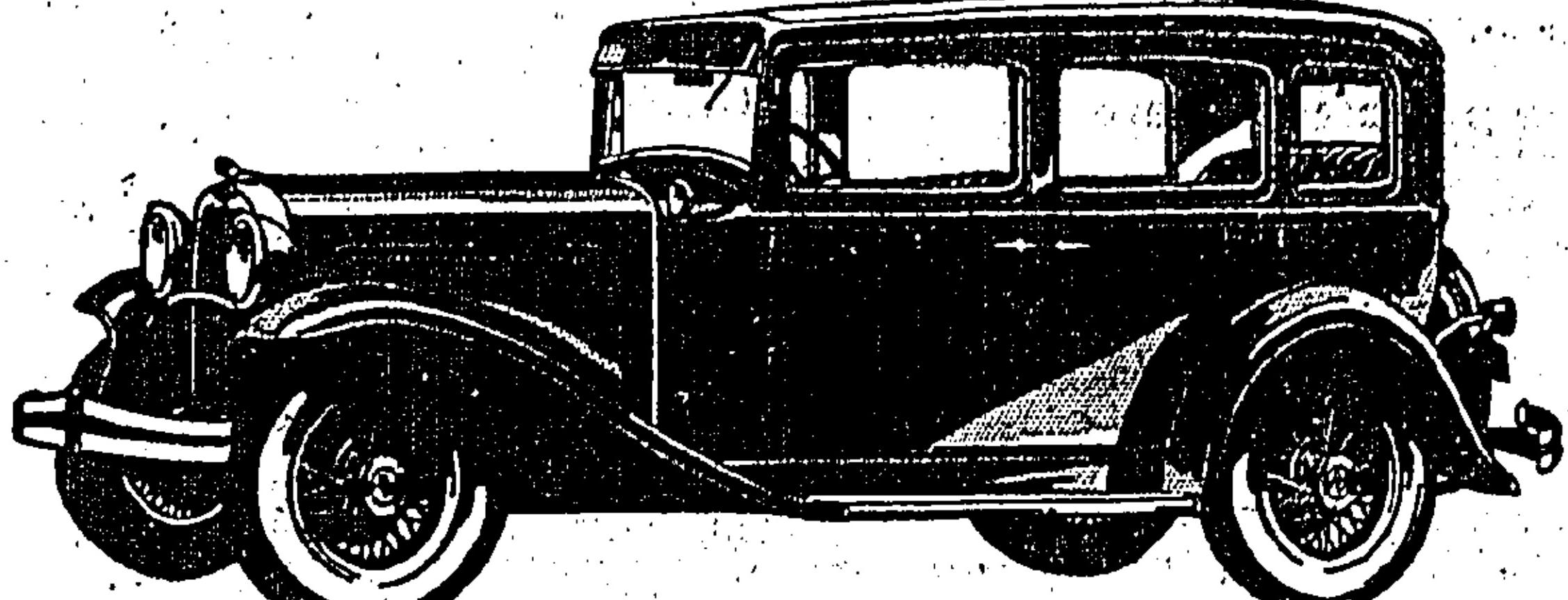
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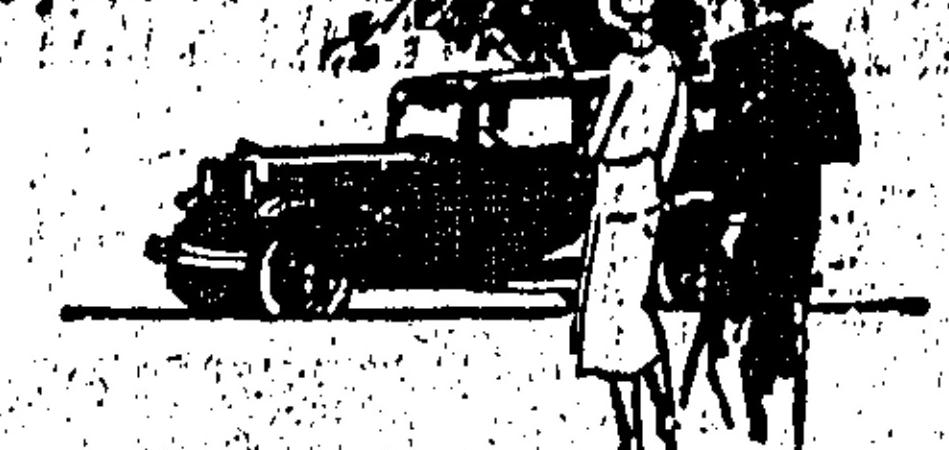
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Mono-Piece Steel Bodies and Dodge Low Center of Gravity, you get in Dodge cars the three greatest safety factors automotive progress has developed. Drive the new Dodge Six or Eight. See what these safety factors mean to you, what Dodge beauty means to you . . . Dodge performance, Dodge comfort and Dodge dependability. The sum of these things is value . . . recognized everywhere as the value of the year.

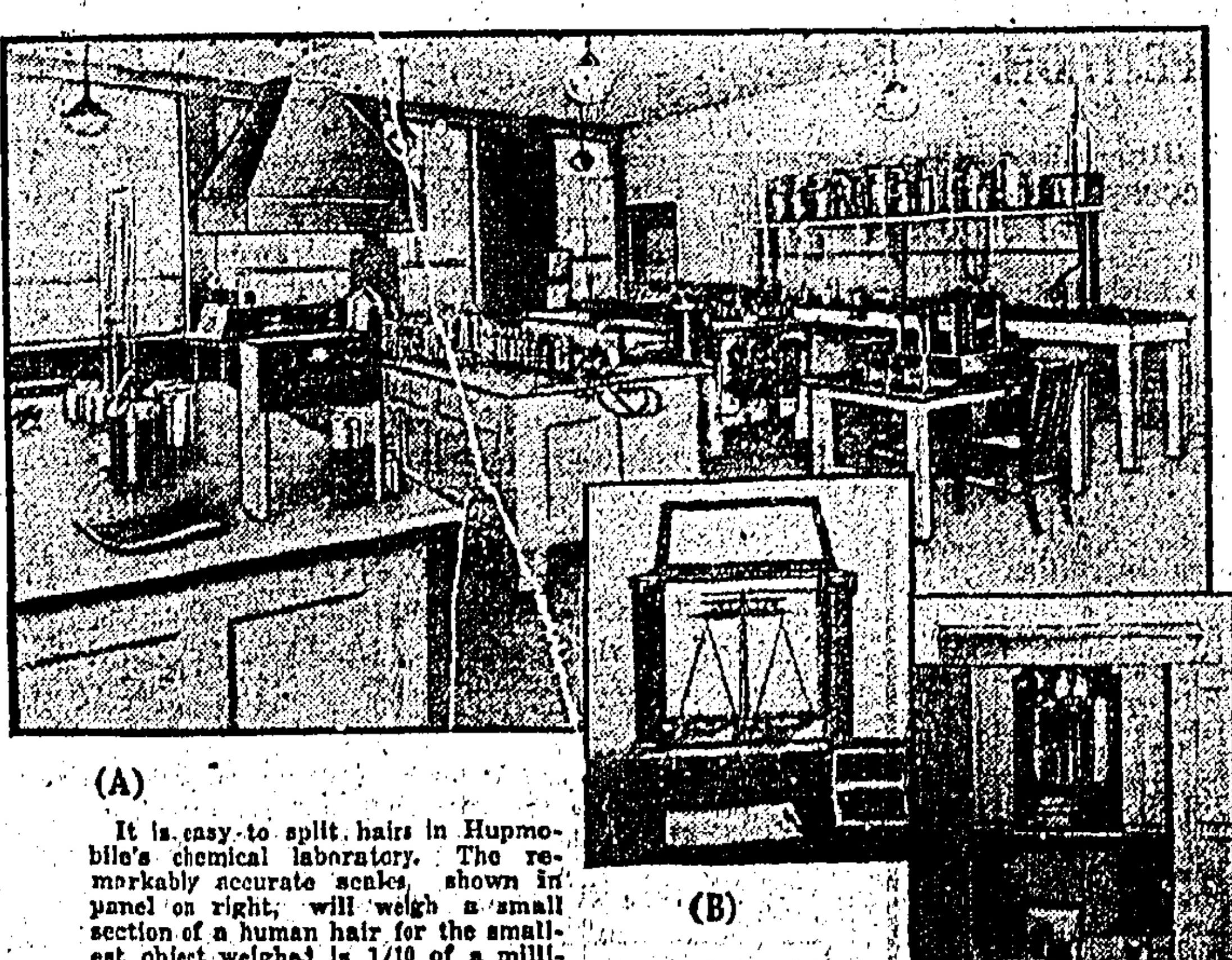


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WARNER BAXTER
UNA MERKEL

Directed by

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from the
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CURRENT SPORTING GOSSIP

CLUB "A" REGISTER BIG RUGBY VICTORY.

Argylls' Inexperience Too Great a Handicap.

A.C. JENKINS IN ACTION.

At Happy Valley yesterday the Club "A" defeated the Argylls and Sutherland Highlanders by three goals, a penalty goal, and a six tries (36 points) to a penalty goal (3 points). Though completely outplayed, the Argylls are to be congratulated on their debut in local Rugby football. Possessing many players lacking elementary knowledge of the game, they were too severely handicapped to offer any real challenge to a comparatively strong Club fifteen. Once they have grasped the idea of the game, some of the Argylls forwards will have a definite say in the success of the regiment in their games as they possess amazing stamina and require only few lessons to enable them to use that stamina to the best advantage. It seems that junior Rugby in the Colony is receiving splendid impetus this season, and it all augurs well for a few years hence when Shanghai will have to fight hard to stop a new scoring record at the Valley. The more teams in the field the better it is for Hong Kong.

A. C. Jenkins, who it will be recalled played at left wing-three-quarter for Shanghai last February, made his first appearance in a Club fifteen this season. He displayed great initiative and possessing splendid handling abilities he was instrumental in opening up the game for a strong three-quarter line. At fly-half he showed a sound understanding with Black at the base of the scrum and the pair were largely responsible for an unmarked man on the wing during nearly every three-quarter movement.

A detailed description and criticism of the game is hardly warranted on account of the one-sidedness of the encounter, but let it suffice that the progress made by the Argylls will be watched with the keenest interest. H. V. Koop scored half a dozen tries for the Club, whilst G. A. L. Plummer, Y. Segalen and F. C. B. Black scored the remaining three tries. Segalen and Plummer both converted two tries, whilst C. E. Holmes kicked a penalty goal. Lt. Keith Murray scored the only points for the Argylls with a penalty goal.

Result:

Club "A"	36 points
Argylls	3 points
Club "A":—Y. Segalen; H. V. Koop, G. A. L. Plummer, E. R. Allens, C. E. Holmes; A. C. Jenkins, F. C. B. Black; A. R. Cox, E. R. West, F. M. Hartley, R. Cherrill, W. R. Andrews, J. S. Lee, F. A. Merry, and F. G. Nigel.	
Argylls:—Lt. Dunlop, Lt. Keith Murray, Cpl. Leask, Lt. Davidson, Lt/Cpl. O'Hara, Pte. McGraw, Lt. Cape, Lt. Roper, Cadbeck, Lt. Graham, Sgt. Clark, Cpl. Burford, L/Cpl. Oliver, Pte. McGrath, and Pte. McQuillan.	

MEDWAY DROP ONLY ONE GAME.

Inter-Services Billiards Tournament.

The fourth match in the billiards tournament for the Ng Sze-kwong Challenge Cup was held in the Sailors' and Soldiers' Home last night, when H.M.S. Medway defeated the R.A.S.C. by four games to one.

The results of the games were as follows:

H.M.S. Medway.	
E.R.A. Gribton	150
E.R.A. Green	150
E.R.A. Ashby	150
C.E.A. Binns	150
E.R.A. Almond	148

R.A.S.C.

Pte. Davies	68
Pte. Funnell	141
S.S.M. Jordan	122
Sergt. McCullock	136
Pte. Slack	150

The next match will be held tomorrow evening when the R.A.S.C. will meet the 31st Heavy Battery, R.A.

THE SCOTTISH CUP DRAW.

Favourable to First Division Clubs.

RANGERS AND CELTIC AT HOME.

Glasgow, Yesterday. The following is the draw for the First Round of the Scottish Cup to be played on January 16:

Queen of South v. Stranraer.	
Leith v. Albion Rovers.	
Arbroath v. Aberdeen.	
Queen's Park v. St. Mirren.	
St. Bernard v. Leith.	
Ayr v. St. Johnstone.	
Himilton v. Dumbarton.	
Citadel v. Partick.	
Dunfermline v. East Stirling.	
Clyde v. Third Lanark.	
Motherwell v. Stenhousemuir.	
Murray Field Amateurs v. Edinburgh City.	
Cowdenbeath v. Alloa.	
Hibernian v. Dundee U.	
Dundee v. Greenock Morton.	
Ruth v. Inverness Thistle.	
Rangers v. Brechin.	
Loch Gelly v. Hearts.	
Celtic v. Falkirk.	
Kilmarnock v. East Fife.	
King's Park v. Thornhill.	
Forfar v. Airdrieonians.	
Armadale v. Monroe.	
Dalbattie Star v. Boness.	

Glasgow, Later. At a meeting of the Scottish Football Association it was agreed that there would be no byes in the First and Second Rounds of the Scottish Cup, but that four byes should be included in the third round ties.

The draw has been abnormally favourable for the First Division Clubs, no fewer than eleven having the right of plying at home. There will be four ties in which senior Clubs are concerned, namely: Queen's Park v. St. Mirren; Clyde v. Third Lanark; Dundee v. Morton; and Celtic v. Falkirk. Queen's Park have an inferior League record compared with St. Mirren, but the Paisley lads may be satisfied with a draw. The local Derby between Clyde and Third Lanark will recall memories of hard fought Cup struggles in years gone by; but the bully wee Clyde will not lack strong support. Dundee should step into the next round at the expense of Morton, whilst Falkirk have a forlorn hope of defeating Celtic at Parkhead.

Of the other top notchers, Leith Athletic should account for Albion Rovers; Ayr United cannot take any chances against St. Johnstone, who are doing well in the Second Division; Hamilton Citadel should not find Ayrton a very formidable hurdle. Partick Thistle should take Inverness Citadel by storm; Dundee United will find the Hibs already fit for them at Easter Road; hearts will have a pleasant holiday at Loch Gelly; but Airdrieonians may have their work cut out against Forfar Athletic.

Regarding the First Division Clubs who have to travel (besides those already mentioned) as meeting other senior Clubs, Aberdeen should not find Ayrton a very formidable hurdle. Partick Thistle should take Inverness Citadel by storm; Dundee United will find the Hibs already fit for them at Easter Road; hearts will have a pleasant holiday at Loch Gelly; but Airdrieonians may have their work cut out against Forfar Athletic.

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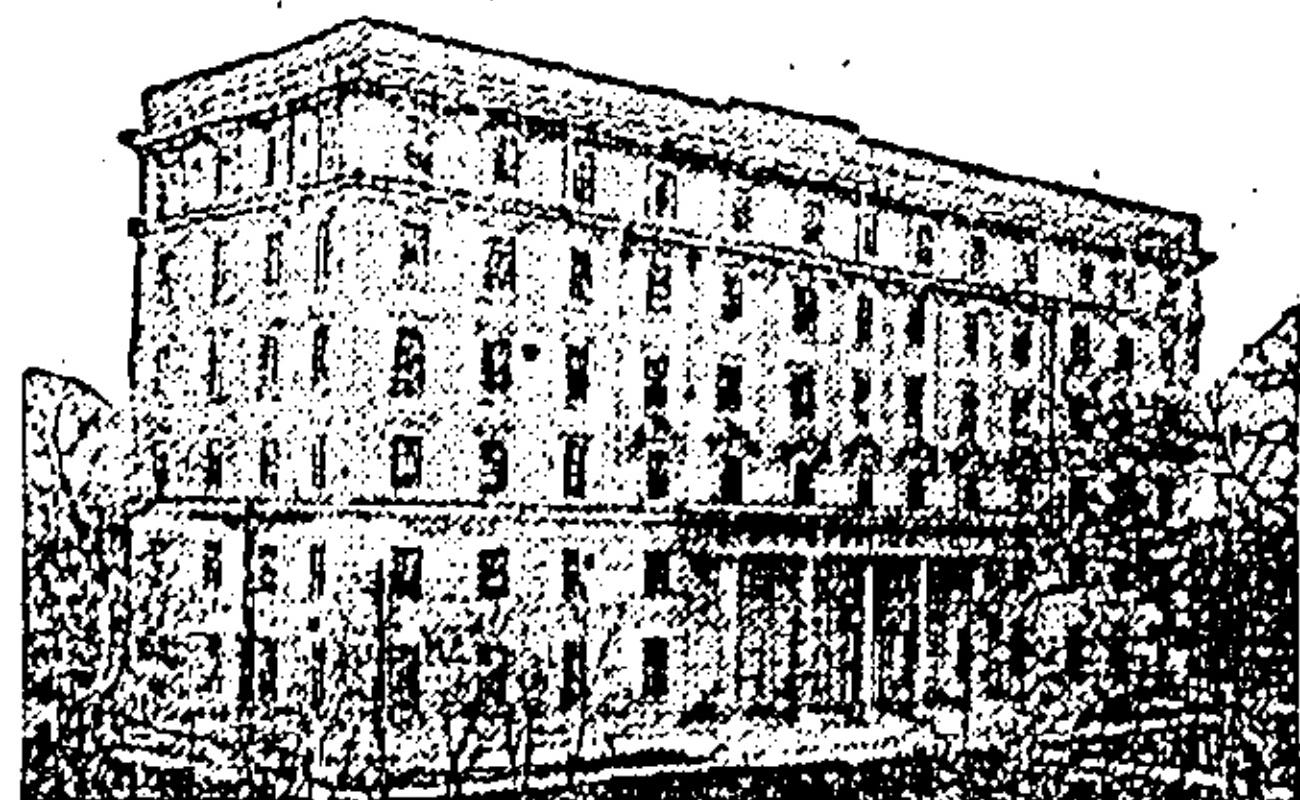
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L.T. HAMILTON IN BIG NOT OUT INNINGS.

Fireworks at Sookunpoo in League Match.

R.E. AND R.C.S. DRAW.

At Sookunpoo yesterday the Royal Engineers and Royal Corps of Signals successfully played out time in their Second League match against the South Wales Borderers. At the close of play they had but one wicket to fall with 86 runs required for victory.

A feature of the match was the hard hitting of Lt. Hamilton (90 not out) who, in partnership with Pte. Ronan added 102 runs for the third wicket. Amongst his best hits were three sixes and eleven boundaries.

Scores:

South Wales Borderers.

Lieut. G. P. G. de Winton, b	
Williams	4
Capt. Wales, c Higgins, b	
Anstruther	12
Pte. Ronan, c Holmes, b	
Williams	16
Lieut. A. C. Hamilton, not out	90
Lieut. J. O. Crewe Read, c	
Williams, b Anstruther	3
Capt. P. Gottwaltz, not out	29
Extras	20

Total (for 4 wkts., dec.) 174
Fall of wickets:—1 for 18, 2 for 20, 3 for 122, 4 for 134.

Pte. Hoskins, Pte. Morgan, Pte. Nelson, Pte. Turner and Pte. Whelton did not bat.

BOWLING ANALYSIS.

O. M. R. W.	
Williams	12 1 60 2
Anstruther	11 1 42 2
Buckle	2 1 4 0
Meehan	6 1 23 0
Jordan	3 0 25 0

R.E. & Signals.

Lieut. Ebvank, b Wales	7
Cpl. Meehan, b Wales	1
Sig. Gillett, b Ronan	4
Sig. Williams, b Hoskins	30
Spr. Holmes, l.b.w., b Wales	0
Lieut. Anstruther, c and b	
Hamilton	10
Lieut.-Col. Marsden, b Hoskins	3
Cpl. Saunders, c Gottwaltz, b	
Wales	7
S.C. Jordan, not out	16
L/Cpl. Higgins, b Ronan	2
Sergt. Buckle, not out	9
Extras	9

Total (for 9 wkts.) 89
Fall of wickets:—1 for 1, 2 for 12, 3 for 12, 4 for 22, 5 for 56.

SEASONABLE REMEDIES

WATSON'S

GLYCERIN OF THYMOL

FOR THE THROAT, MOUTH AND NOSE, RELIEVES
IRRITATION OF THE MUCOUS MEMBRANE.

WATSON'S

COLD CREAM OF ROSES

FOR CHAPPED HANDS, PRESERVES THE
VELVETY TEXTURE OF THE COMPLEXION

A. S. WATSON & CO., LTD.
THE HONG KONG DISPENSARY.

ZEISS
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ZEISS
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PROJECTORS & ENLARGERS
DEVELOPING & PRINTING
A SPECIALITY.

A TACK & CO.
26, Des Voeux Road, Central.

GRAY'S YELLOW LANTERN SHOPS

For

Linens, Fur Evening Coats, Underwear,
Evening Dresses, Peking Jewellery &
Rugs.

Hotel Lobby Shop, open till 9 P.M.

HONG KONG SHANGHAI MANILA
Alexandra Building. Hong Kong Hotel Lobby.
Tel. 24566 Tel. 27424.

"The Well-Known Brand"



FINDLATER'S
DRY
GIN

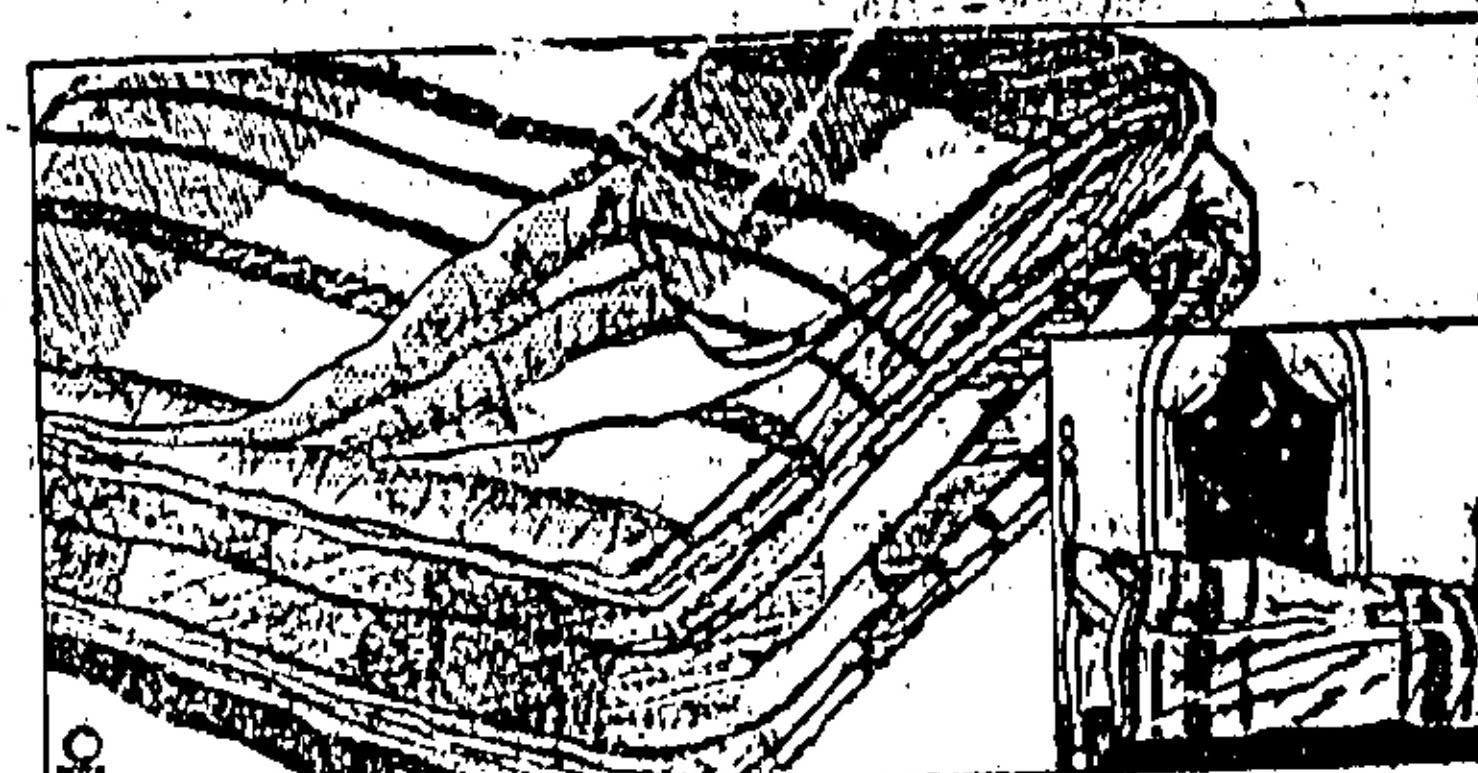
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SOLE AGENTS:

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YES

THE WINTER IS HERE



SPECIAL DISPLAYS

OF
BLANKETS & DOWN QUILTS.
REAL WITNEY BLANKETS.

Single Bed Size from \$27.50

Double Bed Size from \$47.50

DOWN QUILTS

A specially selected assortment of Down Quilts
Suitable for Christmas Gifts.

\$22.50 to \$175.00

INSPECTION CORDIALLY INVITED.

Open Till 6 O'CLOCK To-night.

FIRST FLOOR SHOWROOMS.

WHITEAWAYS

The China Mail

Hong Kong, Thursday, Dec. 17, 1931.

Our Best Publicist.

The Empire's best publicist and commercial traveller, H.R.H. the Prince of Wales, has been on the warpath again. Addressing the Travel Association, he rightly declared that "too little is known abroad of what the British Isles have to offer and too much talk of the financial and industrial difficulties affecting Britain equally with the rest of the world. This is the moment to impress the world that we are alive and mean to go forward again." He was glad that the Travel Association was not overlooking the need of showing others that Great Britain had some very great industries, because an adaptation of the old rhyme is at present very true, namely:—

Early to bed,
Early to rise,
But you'll soon be burst,
If you don't advertise.

A writer in a Home technical journal recently pointed out that time may work changes in most things, but human habit and tradition wear the same old suits. Whenever a crisis of any kind supervenes, business men start the inevitable scurry and stampede for safety. You would think the world was coming to an end, or that this was the first crisis the country had ever had, if you judged the situation on "stop orders," and what is called misery advertising. Stampeding is a human fault—it belongs to the gregarious instincts of peoples. It is not peculiar to one country, and it is to be found in a greater degree among the "modern" countries than in the longer-established communities.

As soon as the General Election at Home was announced, "stop orders" began to roll in. As usual the advertiser seized the first opportunity of cutting down one of his most essential overheads. When are advertisers going to begin to understand that once the continuity of advertising is stopped, one of the main supports is taken away from an edifice in the course of erection? The ground and time

not all advertising is economic. Most advertising to-day is good. Most of it pays. Some of it pays in a higher proportion. We do not look upon advertising as the spending of so much money. It goes farther back

right back to the article itself—and ought to be borne in mind when anything that will have consumer contact is being decided, and kept in mind with every step of marketing.

News in Brief.

Quarantine restrictions have been imposed against arrivals from Amoy on account of small-pox.

The Empress of Russia has been delayed, and is now scheduled to sail at midnight to-morrow.

The University Christian Association will give a Christmas concert on Sunday at 9 p.m. in the Great Hall.

Supplemental Votes totalling \$14,046 will be considered by the Finance Committee of the Legislative Council this afternoon.

Yesterday's lowest open air temperature was 55 degrees. The humidity was 47 at 10 a.m. and 44 at 4 p.m.

Lane, Crawford, Ltd., advertise that the Grill Room of the King's Restaurant being privately engaged to-morrow, dinners will be served on the Mezzanine floor.

In our boxing special yesterday, it was inadvertently stated that "Stinnie" Morris belongs to H.M.S. Berwick. This is, of course, incorrect, Morris is the pride of H.M.S. Suffolk.

Mr. Landon Smith, managing Director of New Zealand Perpetual Forests Ltd., has issued invitations for the screening of a film at the Chinese Y.M.C.A., Bridges Street, at 7.30 this evening, showing afloat station work done by the company in New Zealand.

Leung Lui, (56), a seaman on board cargo lighter No. 1161, was admitted to the Kwong Wah Hospital yesterday evening, suffering from injuries to the body, caused by a hand derrick used for lowering the sail of a boat in the Yaumati breakwater. His condition is serious.

A verdict of "manslaughter against a person unknown" was brought yesterday afternoon by the jury in the inquiry, conducted by Mr. Fraser, into the death of Chung Tang, a prisoner in Lai Chikok Jail, on December 12, but after being addressed by the Coroner, the jury altered it to "accidental death."

Invitations have been issued by the Civil Service Cricket Club for an "at home" to be held on Saturday, December 26, when the formal opening ceremony of the New Clubhouse will be performed by Lady Peel at 3 p.m. Following the ceremony, there will be a prize distribution and Christmas tree, tea, and children's sports.

CAPT. H. A. SETTLE.

A Victim of Pneumonia
at Early Age.

C.N.C. OFFICER

The death occurred in the French Hospital yesterday, from pneumonia, of Captain Harry Armstrong Settle, at the comparatively early age of 31 years. A popular officer of the China Navigation Company, Capt. Settle, whose home was in Liverpool, joined the Company in 1922, and was promoted Chief Officer in 1925. In 1929 he married Miss Margaret Carruthers, of 127 Bowler Street, Carlisle.

Capt. Settle was then on the a.s. Kiangsu. For short periods he was acting master of the s.s. New-chwang, s.s. Ichang and s.s. Shantung, and was due for permanent promotion within a few months. He was a member of Lodge St. John, 61B.

Much sympathy will be extended to Mrs. Settle in her bereavement. The funeral takes place to-day, passing the Monument at 5 p.m.

POSTMAN'S PLIGHT.

Pleading "Guilty" at Croydon to stealing a letter containing a nine-shilling postal order, a temporary postman named William George Taylor, of Rosedale Lane, Upper Caterham, said he was married and had 3 children. His rent was £15 a week, which was in arrears. Two of his children had been ill, and his wages were £2 a week. The Post Office solicitor did not press the case.

Taylor was put on probation.

PUREE DE POIS

By
BESOMORO.

TATTOOING.

The latest development in this respect concerns dogs. The classical signs of good breeding are being produced artificially with the help of the operating knife. Ears that are too cocky are being made to slope, and tails that hang, but ought to stand up, are being adjusted. The leader of this new school of veterinary surgery is a Dr. Mery, of Paris. He holds that the joys and sorrows of animals, and especially of the canine race, are similar to those of men and women. And hence plastic surgery for dogs has been born. Mongrel-like ears and tails are adjusted by a simple operation that of severing the muscles which pull them in the wrong direction. So, if your pet dog or bitch is not de bon ton send it along to Paris with a note and, no doubt, you will be delighted with the result. There ought to be scope for a veterinary surgeon of Dr. Mery's calibre in Hong Kong, judging from some of the specimens one sees either roaming the streets or being taken for walks at night.

* * *

EAST LYNNE.

It is many years now since I read Mrs. Henry Wood's famous novel. When it was first published, and the elders of the family burnt the midnight oil reading it, I essayed to follow suit, but the elders frowned more than heavily upon me. The book was banned for me. A few days later, however, ere its reading had been completed, the book mysteriously disappeared from the house. Strange to say, at the same time, I used mysteriously to disappear for hours on end. The coincidence, happily for me, went by, apparently unnoticed; it was certainly not commented upon. When the book came to light again, and the elders blamed each other for mislaying it, I could have told them how the story ended. Did I? I should say not, and never once gave myself away.

This reprehensible piece of conduct on my part was called to mind, when I saw the film on the screen at King's Theatre last evening. Once more was I a youth, just into my teens, interested and excited over the story and straining eyes to come to the end of the chapter in the fast fading light; returning home to explain away my long absence with a story, which went down satisfactorily, of a ramble about a once old Dutch Settlement about 16 miles from Calcutta. And the story of the ramble was, in a sense true; I had been rambling in the glades with a novelist.

ARTIFICIALITY.

It has been said that this is an age of artificiality. But I cannot agree that this age is any more artificial than any of its predecessors. True we seem to have a greater number of artificial things, pearls and complexion for example. But these things are merely proof of the high degree to which the art of the artificial has progressed.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—

Bank, wire 1/5 3/4

Bank, on demand 1/5 7/16

Bank, 4 months' sight 1/5 9/16

Credits, 4 months' sight 1/6 3/4

Documentary, 4 months' sight 1/6 3/4

Bank, 3 months' sight 1/6 3/4

On Paris—

On demand 630

Credits, 4 months' sight 700

On Berlin—

On demand Nom.

On New York—

On demand 243

Credits, 60 days' sight 26%

On Bombay—

Wire 95%

On demand 95%

On Calcutta—

Wire 95%

On demand 95%

On Singapore—

On demand 61%

On Manila—

On demand 49%

On Shanghai—

On demand 77 1/4

Dollar 13 1/4

On Yokohama—

On demand 58 nom.

Sovereigns (Bank's buying rate) 1/6 3/4

Silver (per oz.) 20%

Bar Silver in Hong Kong Nom.

Copper Cash Nom.

Copper Cents 12% prem.

Rate of Native Interest 8 1/4% p.m.

Chinese Sub. Coin 25 1/2% dis.

Hong Kong Sub. Coin 25 1/2% dis.

All over sixpence, one Judge, two solicitors, three plaintiffs, and one defendant, assembled at a Bournemouth court.

A firm of estate agents, acting for Queen Anne's Bounty, claimed from a man sixpence of last year's tithe. Defendant had sent the amount of tithe, less 6d postage, and this was the balance claimed. He was ordered to pay costs, 1s.

To-day's Thought.

If we were as attractive all of the time as we are when we want to be, we would attract more attention.

Ten Years Ago.

(From the "China Mail" of December 17, 1921.)

To-day's dollar is worth 2 7/16.

At some stage of her voyage pirates attacked the China Merchant S.N. Co.'s steamer Kwang Lee, which arrived in Hong Kong this morning from Shanghai via Swatow and Amoy, and someone on board was killed. Who the casualty was or his nationality even, was not known at the time of going to press. Details of the affair could not be gathered because the Kwang Lee, having come from an infected port, was sent into quarantine.

BOY SCOUTS' ASSOCIATION

WORK OF THE YEAR IN THE COLONY
PLEA FOR MORE HELPERS.

In the course of his report for 1931 the Commissioner (the Rev. C. T. Waldegrave) says:-

Writing from actual experience as well as from information gleaned from the reports sent in, we are bound to admit that while there has been a decided advance along certain lines, in other directions there has been a halt and at least one case a retrograde move-

ment. We concluded the report for 1930 by an appeal for more Scouting as well as for non-executive officers, and we regret to say that it is owing to the lack of response that all-round progress has not been possible. It may be that would-be helpers fight shy of the possibility of being called on to don the distinctive Scout hat; for here bare knees should be no obstacle, but at any rate non-executive officials such as Presidents, Secretaries, Treasurers, Examiners and so forth need not wear Scout kit, though of course no doubt that the whole Scout fraternity would rise and meet them as indeed brother Scouts with arms even more widely open than now, when we do realise how much we owe to them for their splendid support.

Yet the fact remains that we still hear of people finding spare time in Hong Kong hang heavily and devoid of purpose and we are still calling for helpers to fill the vacant offices now occupied by men who are actually holding two or three already.

In all sections there has been a slight reduction of numbers, though in some cases it is more apparent than real. Our census is taken at the request of Imperial Headquarters at the end of September, before Groups have got into full swing, and the difference between one year and the next may depend on, for instance, a Troop moving Season in the case of garrison boys, the departure of a family from the Colony in another (in one case this meant the loss of six boys from a Troop), and so on. The height of Group membership comes about April or May, and drops at the end of the Summer term.

Rover Scouts. In this Section is the most serious decrease. This can be partly explained by the fact that many Rovers are holding Scoutmaster's and Assistant Scoutmaster's posts, and are therefore included under the head of Scouters, but the real cause is that Rover Leaders are particularly hard to find, and though Rovers have a large say in the running of their crews, yet they do undoubtedly need the advice and leadership of an "old hand," not necessarily skilled in Scoutcraft, but possessed of that knowledge of men and affairs which is expressed by the display of sound common sense. It should be added that except in rare cases, Rover Leaders should be at least thirty years of age.

Scouts.

Literature and Propaganda. Though there are definite signs of improvement and greater application of the aims and methods of Scouting on the part of Scouters and Scouts due to the short weekend training camps organised for the officers and also for the senior scouts, of the total number of troops too few are yet being run along the right lines. A glance for instance at the returns made by nine or ten troops competing in the Prince of Wales Banner Competition shows that only about half the number give evidence of progressive training, so many tenderfoots who later will become second class Scouts, fresh recruits taking their places at the bottom of the scale, so many second class Scouts on the verge of winning their first class badge, and a few First Class Scouts working up for the much coveted King's Scout Badge. Yet the Troops entering for that competition may be taken as forming the majority of the really keen ones in the Colony.

Wolf Cubs. The Wolf Cubs are wide awake as anyone who was present at the Swimming Sports in October might have realised. As one helper who is translating a pack of cubs in the Scout Law, which is much appreciated. To these translators we are extremely grateful, but there is a demand for further work of the same nature. In order that one can as it were feel the wax literature may be produced promul-

gating genuine Scout principles in a manner which the Chinese can easily grasp, for often a direct and literal translation fails to convey the real sense of the English.

There is now a fine range of Scout literature available in English, and it is a pity that our Chinese members should still labour under the disadvantage of having to study these books in a foreign language or to leave them unread.

Any friends therefore who would like to try their hands at translation work need only apply to the Assistant Commissioner for Training or indeed to any of the Training Staff to be shown anything from pamphlets to books the translation of which into Chinese would prove of inestimable value to a large number of Hong Kong Scouts.

The monthly official Imperial Headquarters publication, "The Scouter," is distributed gratis to all Scouters in Hong Kong and it has been suggested that leaflet of local Scout notices and official news might be inserted at the time of distribution. The production of this, while not a particularly heavy task, would take a certain amount of time, so that any help given to carry out this scheme, if adopted, would be much appreciated.

Needless to say the leaflet would have to be in English and Chinese, so that really two editors would be required. The leaflet could also be circulated by itself round a larger circle of friends of Scouting than that reached by the Scouter, and thus play a useful part in arousing and sustaining interest. It would

be the surest in the long run, for once we have wiped off the Sianwan Silver Wolf" so long as that magazine remains dormant.

We should like to express our thanks to the Editor of the China Association over a very deep debt Mail for the Scout Notes which appear every Saturday evening.

Chau and Mr. Tang Shiu-kin who have just raised the splendid sum of seven thousand dollars towards the Sianwan Fund, each of them like to send in are always accepted.

Such generosity is a very great encouragement, especially as Mr. Tang has already given assistance with the equipment; and to them and their fellow subscribers "Thank you" sounds a very small way of expressing what we feel, but the words come from our hearts.

This leaves us with about another seven thousand dollars yet to be paid off, and we sincerely hope that we may really call Sianwan Camp come about April or May, and our own during the next few months.

Badge Work and Examinations. During the year we were able to welcome a party of Japanese Scouts under Count Futara, Chief Scout of Japan, who formed a contingent going to a Scout Jamboree in Siam. Photographs were taken on board ship and there has been an exchange of correspondence.

A close link has been forged with the Portuguese Scouts in Macao whom Hong Kong Troops visited there and welcomed later in Hong Kong. Nothing but good can come of such interchange of visits, and we were glad to be able to let Macao see the Jamboree Cinema Film which we managed to get out from Home via Mihaya about mid-summer. The time was not suitable for a big display of the film here, but it played its part in helping Macao Scouts to raise funds for the relief of those who suffered in the recent terrible explosion. It was gratifying that some of our Scouts, who were camping in Macao at the time, while receiving no harm themselves, were able in practical manner to show our sympathy with our brother scouts.

The Girl Guides. On various occasions representatives of Guides and Scouts have been able to meet and discuss ways and means of further co-operation. We congratulate the members of our sister organisation on its lively and flourishing condition and commiserate with them in their having to hold back from opportunities of extension for the same cause as that which handicaps us, the lack of suitable officers.

POLICE DANCE.

Another Successful Night.

COMMITTEE CONGRATULATED.

The dances held by the Police are becoming increasingly popular among the devotees of the rhythmic art, and that held at Lane, Crawford's Restaurant last night was attended by over 200 dancers.

The usual lively atmosphere which pervades the Police dances, and which is a feature of them, paid a tribute to the Social Committee who are to be congratulated on their continued success providing these popular contributions to our social life.

The "L.G." Dance Band provided the music and kept pro-

ROUND THE LOCAL CINEMAS.

What Mail Reviewers Say.

"DADDY LONG LEGS."

"Daddy Long Legs," featuring Janet Gaynor and Warner Baxter, with a well balanced supporting cast, starts its run at the King's Theatre to-day. Yesterday I had the good fortune of attending an advance view of this picture, and my advice to film fans is: Don't miss it.

Followers of chic Janet, and they are numerous, will be glad to learn that in this picture she again has the role which is peculiarly suited to her and which has won her so much popularity in the past. The part is, of course, that of the lowly girl, who, in spite of the drabness of her existence, can see the silver lining in every cloud and always aim high. Daydreaming in her case always has the happy knock of coming true.

In the part of the orphan girl in "Daddy Long Legs" Janet is lovable as usual. The matron of the orphanage says she is unruly, but that is because she is not understood. Under the guardianship of "Daddy Long Legs," she becomes a level-headed young lady, and, oh, how lovely when properly dressed. In the circumstances no one can blame "Daddy Long Legs" for falling head over heels in love with her.

There are lots of ups and downs in their romance, much of the down being contributed by a male co-ed who is also very much in love with her, but in the end all turns out well for Janet and her elderly lover-Jay.

From Other Sources.

"AFRICA SPEAKS."

Finally, we wish to thank the newspaper fraternity of the Colony for their ever kindly support and sympathetic manner in giving our Scout events prominent notice in their columns.

Foreign Scouts.

During the year we were able to welcome a party of Japanese Scouts under Count Futara, Chief Scout of Japan, who formed a contingent going to a Scout Jamboree in Siam. Photographs were taken on board ship and there has been an exchange of correspondence.

A close link has been forged with the Portuguese Scouts in Macao whom Hong Kong Troops visited there and welcomed later in Hong Kong. Nothing but good can come of such interchange of visits, and we were glad to be able to let Macao see the Jamboree Cinema Film which we managed to get out from Home via Mihaya about mid-summer. The time was not suitable for a big display of the film here, but it played its part in helping Macao Scouts to raise funds for the relief of those who suffered in the recent terrible explosion. It was gratifying that some of our Scouts, who were camping in Macao at the time, while receiving no harm themselves, were able in practical manner to show our sympathy with our brother scouts.

The dog star appears in "Tiger Rose" which comes to the Queen's Theatre to-day.

He is known as Scotty, and belongs in the story, to Lupe Velez, who is co-starred with Monte Blue.

Although Rin-Tin-Tin never loses his loyalty to his real master, Lee Duncan, when he works with male stars, he showed an unusual affection for the dynamic little Mexican star, and soon came to obey her commands just as if he belonged to her!

"THE GHOST TRAIN."

The advent of the talkie has given producers abundant opportunity for "effects," and in "The Ghost Train," a railway drama to be shown at the Queen's Theatre on Sunday, full advantage has been taken of the appositeness of the subject.

Arnold Ridley's story is eerie and thrilling, and a particularly capable cast, headed by Jack Holt and Cicely Courtneidge, enact the scenes, grim and humorous, which lead up to the dramatic and unexpected climax.

"The Ghost Train" is designed to mystify and thrill, and succeeds in doing both.

Proceedings lively, keeping the rhythm going and being generous with encores.

There was another splendid muster of ladies and consequently a reduced number of masculine on-lookers.

Many officers of the Force attended and the gathering as a whole was an extremely enjoyable one.

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Social Functions.

To-day—Dinner Dances at Hong Kong and Peninsula Hotels.

To-morrow—Tea Dance at King's Restaurant; Dinner Dances at Hong Kong and Peninsula Hotels.

To-morrow—Hong Kong Automobile Association. Dinner Dance, Peninsula Hotel.

January 6—St. George's Society's Dance, Peninsula Hotel.

Entertainments.

To-day—"Miss Hook of Holland," Theatre Royal, 9 p.m. sharp.

To-day—King's Theatre: "Daddy Long Legs."

To-day—Queen's Theatre: "Two Stars" (Chinese picture).

To-day—Central Theatre: "Africa Speaks."

To-day—Majestic Theatre: "Men Without Women."

To-day—Star Theatre: "On Your Back."

To-day—At Helena May Institute, song recital by Miss I. H. Chamberlain, 5.30 p.m.

Home Malls.

To-day—Outward for Europe via Siberia (Empress of Russia), 6 p.m.

To-morrow—Inward from Europe via Siberia (Karmala); from Europe via Siberia (Corfu).

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 856 metres:

5.8 p.m.—Chinese Studio Concert.

8.9 p.m.—European Programme of Victor Records.

8 p.m.—Local Time.

8.05-8.32 p.m.—A Selection of Orchestral Items played by the Philadelphia Symphony Orchestra conducted by Leopold Stokowski.

Afternoon of a Faun (Debussy).

Dance Macabre (Death).

(Saint-Saens).

Rienzi—Overture (Wagner).

8.32-9 p.m.—Pianoforte Solos by Alfred Cortot.

Harmonious Black Smith (Handel).

Balade in G Minor (Chopin).

Etude in A Flat Major (Chopin).

Waltz in C Sharp Minor (Chopin).

9.11 p.m. (approx.)—Relay of the 1st Act of "Miss Hook of Holland" by courtesy of the Philharmonic Society.

11.05 p.m. (approx.)—Close Down.

MONEY LEFT.

Dr. T. C. Mugliston's Local Estate.

Dr. Thomas Crichton Mugliston, formerly of the Straits Medical Service, who died on May 7, 1931, left estate in this Colony valued at \$122,800, with net personalty abroad worth \$26,350.19s. 3d. He was late of 13, York Terrace, Regent's Park, and of Chy-an Dreathe, Newquay, Cornwall.

The Supreme Court has granted re-sealing of certified copy of probate of the will to Mr. G. G. N. Tinson, solicitor, the lawful attorney of the widow who is the executrix named in the will, together with the testator's two sons and son-in-law. The will makes family bequests after giving certain sums to various organisations at home.

Mr. C. W. Wards.

Mr. Charles William Ward, a Sanitary Department pensioner, who died at 6, Morrison Gap Road, on November 29, 1931, left local estate valued at \$3,800.

His will was appointed his wife, Maria Rosa de Luz Ward, as sole executrix, and probate has been granted to her by the Supreme Court.

J. B. Rentiers.

Estate in Hong Kong valued at \$18,300, with net personalty abroad amounting to \$17,906.12s.1d. was left by John Baptist Rentiers, late of "The White Cottage," Burton Road, Branksome Park, Dorset, who died there on November 23, 1930. He was formerly in H.B.M. Consular Service in Japan.

The will, which makes family bequests, appoints the attorney of the Public Trustee as executor. Re-sealing of certified copy of probate has been granted to Mr. G. G. N. Tinson, solicitor.

YOUR CHRISTMAS

ENTERTAINMENT ON

Columbia Records

5140—Christmas Carols and Hymns	Quartette.
MR431—Christmas Bells Are Ringing	Midnight Minstrels.
MR430—Savoy Christmas Medley	Tax-Trot.
E5685—Adeste Fideles	Choir.
DX250—Paul Jones Dance	Somer's Band.
DX227—A Review of Revues	Somer's Band.
9392—A Few Drinks	Leslie Henson.
DB146—A Warm Corner	Leslie Henson.
DB134—Making a Tailor	Clapham & Dwyer.
DB9—Tommy Handley Calling Tommy Handley	Vocal Gems.
5692—Maestros Popular Medley	Vocal Gems.
5665—The Man Who Broke the Bank	Chas. Coburn.
5645—What's His Name	Party Record.
5532—Laughing Policeman Up to Date	Chas. Peacock.
MRI74—Sir Harry Lauder Songs	Medley.
GB455—The Person and the Squire	Hazel & Penrose.

The Anderson Music Co., Ltd.

An XMAS wish is best accompanied by an XMAS GIFT.

JOHNNIE WALKER

SPECIAL XMAS DECORATED CASE

RED

&

BLACK

**The
China Mail**

Published every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$30, payable in advance. Local delivery free.

Overland China Mail.

The weekly edition of the "China Mail," published every Friday. Annual subscription, H.K. \$18, including postage \$18, payable in advance.

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'Phone 20022
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**CLASSIFIED
ADVERTISING**

Twenty-five words three insertions prepaid \$1.50. Every additional word five cents for three insertions.

All replies under this heading must be called for.

POSITION VACANT.

COMPETENT Male Steno-Typist wanted. Reply in Box No. 705, c/o "China Mail" stating full details of training and experience.

APARTMENTS TO LET.

AIRLIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

NOTICE.

All Firms, Associations, Clubs, etc., who have not yet sent in the particulars of their concerns for the 1932 issue of the Hong Kong Dollar Directory are requested to forward the necessary information to the publishers without delay.

The HONG KONG DOLLAR DIRECTORY CO.
China Mail Building,
3a, Wyndham Street.

**ALEXANDER
INSTITUT
DE BEAUTE**

Phone 25169.
Pedder Building
(1st Floor)
Opposite Entrance to
Hong Kong Hotel.
Lustrous Oil Permanent Hair Waves which are Large, Soft and Natural, Artistic Finger and Marcel Waves, Oil Treatment, Shampooing, Henna Pack (any colour), Hair Cutting and Manicure for Ladies and Gentlemen. Confections, Artistic Work by European Expert, Mr. Alexander.

CHARGES MODERATE.
A VISIT WILL CONVINCE YOU.

NEW ADVERTISEMENTS

**G. R.
PUBLIC AUCTION.**

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on MONDAY, the 21st day of December, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Waterloo Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. & Date Referring No. Land Description Inclined Lot Surveyor's Report Waterloo Road	Boundary Measurements N. S. E. W. ft. ft. ft. ft. As per sale plan.	Content in sq. feet about	Annual Rent \$	Upset annual fee \$
Kowloon, District No. 214, South of Waterloo Road, Waterloo Road.	10,000	12,000	10	12

**G. R.
PUBLIC WORKS DEPARTMENT.**

No. S. 483.—IT IS HEREBY NOTIFIED that SEALED TENDERS in TRIPPLICATE, which should be clearly marked "Tender for New Kowloon Quarry Lot No. 3," will be received at the Colonial Secretary's Office until Noon of MONDAY, the 23rd day of December, 1931, for the occupation, for a period commencing from the date of notification of acceptance of tender and ending on 31st December, 1933, of the piece or parcel of ground as shown coloured red on a plan signed by the Director of Public Works and dated 4th December, 1931, and subject to the conditions which can be ascertained at the office of the Director of Public Works.

Upset annual fee \$1,200.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of \$100 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown. In the event of the tenderer, whose tender is accepted, refusing to carry out the terms and conditions of his tender.

On the acceptance of a tender the deposits of unsuccessful tenderers will be returned to them.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

HAROLD T. CREASY,
Director of Public Works.

11th December, 1931.

THE HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING

1932
(20th, 22nd, 23rd, 24th, and

27th February)

FIRST EXTRA RACE MEETING

1932
(5th March).

DRAFT PROGRAMMES are now ready and may be obtained at the Secretary's Office, the Club House, Happy Valley, the Hong Kong Club, the Sports Club and the Stables, Causeway Bay.

Hong Kong, 17th December, 1931.

PENINSULA HOTEL

HONG KONG AUTOMOBILE ASSOCIATION BALL

Friday, 18th December, 1931.

The Rose Room and Roof Garden having been reserved for the above occasion, the Management beg to inform their patrons that there will be

NO DINNER DANCE

ON

THE ABOVE DATE.

THE HONG KONG & SHANGHAI HOTELS, LTD.

**SOCIETY OF ST. GEORGE;
HONG KONG.**

MEMBERS are requested to send in as soon as possible their applications for Tickets for the Ball, to be held at the Peninsula Hotel on WEDNESDAY, January 6, 1932.

Englishmen wishing to join the Society may obtain particulars from the undersigned.

LINSTEAD & DAVIS,
Secretaries and Treasurers,
Alexandra Building.

Hong Kong, December 14, 1931.

THE "STAR" FERRY COMPANY, LIMITED.

PUBLIC WORKS DEPARTMENT.

No. S. 484.—IT IS HEREBY NOTIFIED that SEALED TENDERS in TRIPPLICATE, which should be clearly marked "Tender for permission to obtain clay from a parcel of Crown Land at Cha Kwo Ling, S.D. III., N.T." will be received at the Colonial Secretary's Office until Noon of THURSDAY, the 31st December, 1931, for the occupation, for a period commencing from the date of notification of acceptance of tender and ending on 31st December, 1934, of the piece or parcel of ground, containing about one acre, shown coloured red on plan signed by the Director of Public Works.

Upset annual fee \$1,000.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum of \$100 as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown if the tenderer refuses to carry out his tender and comply with the conditions, should the tender be accepted.

Form of tender and further particulars can be obtained from the office of the Director of Public Works.

The Government does not bind itself to accept the highest or any tender.

HAROLD T. CREASY,
Director of Public Works.

11th December, 1931.

By Order of the Board of
Directors,

F. H. CRAPNELL,

Secretary.

Hong Kong, 4th December, 1931.

THE CHINA LIGHT AND POWER COMPANY (918), LIMITED.

THE THIRTEENTH ORDINARY

YEARLY MEETING OF

SHAREHOLDERS will be held at the Head Office of the Company, St. George's Building, Chater Road, Victoria, Hong Kong, on THURSDAY, the 31st day of December, 1931, at 12 o'clock, Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 30th September, 1931, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 28th December, 1931, to THURSDAY, 31st December, 1931, both days inclusive.

SHEWAN, TOMES & CO.,

General Managers.

Hong Kong, 16th December, 1931.

LAMMERT BROS.

**AUCTIONEERS, APPRAISERS
AND SURVEYORS.**

Public Auctions

THE Undersigned have received Instructions to sell by Public Auction

ON

FRIDAY, December 18, 1931,

commencing at 2.30 p.m.,

at their Sales Rooms,

4, Duddell Street,

TOYS! TOYS!! TOYS!!

Horses, Aluminium and Porcelain Tea Sets, Furniture Sets, Dressed Dolls, Celluloid Dolls, Stockings, Rubber Balls, Rubber Footballs, Tennis Rackets, Billiard Tables, Games, Soldiers, Railways, Wooden and Mechanical Toys, Crackers, Christmas Tree Decorations, etc., etc., etc.

Also

CHOCOLATE and SWEETS.

On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, December 12, 1931.

THE Undersigned have received

Instructions to sell by Public Auction

ON

SATURDAY, December 19, 1931,

commencing at 11 a.m.,

at their Sales Rooms,

4, Duddell Street.

38 Doz. Felt Hats

12 Doz. Woollen Sweaters

30 Doz. Cigarette Boxes

280 Yards Wool Serge

12 Silk Bed Covers

and

(for account of the concerned)

43 Bags Quercbrowd Extract

(more or less damaged).

also

A Quantity of Neckties, Handkerchief Sets, Ladies' Hand Bags, Watches, and Sundry Goods, etc.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hong Kong, December 15, 1931.

BOXING.

CITY HALL

WEDNESDAY, Dec. 23, 1931,

at 9.15 p.m.

MAIN EVENT

Welter-Weight Championship

of the Colony

VERSUS

SIG. MORRIS

(H.M.S. SUFFOLK)

Ex-Welter and Middle-Weight

Champion of the Colony

VERSUS

A. B. WARNEs

(H.M.S. HERMES)

Runner-up Amateur Championship

of England.

AND FIVE OTHER CONTESTS.

Booking at MOUTRIE'S:—

For Members of the

Hong Kong Boxing Association

on SATURDAY and MONDAY,

December 19 and 21.

<p


LLOYD TRIESTINO
**FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE**

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on the High Seas of India
to Fiume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports

Passenger to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

For Shanghai & Japan

Dec. 20

Dec. 27

Jan. 17

Feb. 14

Jan. 12

Jan. 24

* Passenger boat with First, Second and Third Class Passengers apply to DODWELL & CO., LTD.

Agents.

SS. VENEZIA-L (passenger & cargo boat) ... —
M.V. CRACOVIA (passenger boat) ... —
M.V. HILDA (cargo boat) ... —
M.V. COL DI LANA (cargo boat) ... Jan. 11 Feb. 14
M.S. PILSNA (passenger boat) ... —
* Passenger boat with First, Second and Third Class Passengers apply to DODWELL & CO., LTD.

Outward voyage to Shanghai only.

For Freight and Passengers apply to DODWELL & CO., LTD.

Agents.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £79 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINNO MARU Tuesday, 22nd December.

CHICHIBU MARU Wednesday, 13th January.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HIYE MARU Tuesday, 10th January.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

SUWA MARU Saturday, 26th December.

FUSHIMI MARU Saturday, 9th January.

SYDNEY & MELBOURNE via Manila & Ports.

ATSUTA MARU Saturday, 26th December.

KAMO MARU Saturday, 23rd January.

BOMBAY via Singapore, Penang, & Colombo.

HANKOW MARU Sunday, 20th December.

TOKIWA MARU Sunday, 27th December.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

HEIYO MARU Tuesday, 22nd December.

NEW YORK, BOSTON via Panama.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.

DAKAR MARU Saturday, 19th December.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU Tuesday, 26th December.

HAKODATE MARU Wednesday, 6th January.

SHANGHAI, KOBE & YOKOHAMA

TOKUSHIMA MARU Wednesday, 23rd December.

DELAGOA MARU Thursday, 24th December.

TERUKUNI MARU Thursday, 24th December.

* Cargo only.

For further information apply to:—NIPPON YUSEN KAISHA

Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS La Plata Maru Wed., 30th Dec.

& BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.

MOMBASA, ZANZIBAR Africa Maru Tues., 5th Jan.

JAR-ES-SALAAM, BEIRU, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.

BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila.

JAPAN PORTS (Frequent Services).

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.

NEW YORK via Japan ports, Los Angeles & Panama.

Call Direct at Boston, Philadelphia & Baltimore.

BOMBAY & KARACHI via Singapore, Belawan Dell & Colombo.

CALCUTTA via Singapore, Belawan Dell, Penang & Rangoon.

HAI PHONG via Hanoi & Amoy (8 p.m. every Sunday).

JAPAN PORTS via Takao & Keelung.

TAKAO via Swatow & Amoy (Fortnightly).

For further particulars please apply to:

OSAKA SHOSEN KAISHA.

Telephone 26651.


CAPT. BREAKS SEA LAWS.
Praised for Broaching His Cargo.

London, November 12.

Seldom in the history of shipping has a master mariner been praised for deliberately breaking the iron rules of the sea, but Captain H. W. Robson, the British commander of the Canadian steamer Connector, has proved that there are occasions when disobedience can be the highest virtue.

Captain Robson's vessel was the first to reach Belize, British Honduras, after the recent hurricane and tidal wave. In a report to the owners, the Canadian National Steamships, asking pardon and approval, he tells how he broached his cargo, ordinarily a crime, and committed acts, which would otherwise be misdemeanours, to feed and help the inhabitants of that well-nigh obliterated city. He writes:

"I found the town a total wreck, not one house or building that was not severely damaged, and very few remaining. Lighters were not to be had, coastal boats and 200 ton iron barges having been lifted up and carried to the centre of the town. This necessitated the use of the ship's boats for the discharge of cargo.

Used Ship as Hotel.

"I called immediately on the Governor and the Colonial Secretary to offer assistance. The shortage of food was the main thing, so I put the ship's cooks on night and day baking bread, and have sent nearly 100lb. ashore. I also used the ship as a hostel for homeless people to have a bath and a meal, the shortage of water being a serious item, as Belize depends entirely on rain water, and most of the vats were washed away. I cut down the meals to soup, joint, and biscuits and cheese, with an occasional pudding.

"I had the Colonial Secretary's wife and daughter on board two nights and several other ladies who had not had a bath or hot meal for several days, and only the clothes they stood in. I did not "sleep" any of the men, but there was always a bath and a meal for any of them who came off."

"I also gave them cigarettes, which I felt I could not charge for, as many of the men had no money, having lost everything. As there was not sufficient flour or potatoes on board I drew upon the cargo after consultation with our agents, a strict list being kept.

"My pen cannot describe the appalling conditions at Belize, scarcely a house standing, and out of a population of 10,000 there being about 2,000 dead and missing and 1,300 injured. Burial being impossible, fires are burning night and day cremating the dead.

Lost His Own Home.

"My own home is devastated, (Capt. Robson has had his home in Belize for three years), I have lost everything, but by a miracle my wife has been saved. The water filled the lower part of our house and was well up in the bedrooms. My wife, up to her neck in water and struggling through wreckage to save herself, eventually managed to wade to a house well back from ours and ten minutes walk away.

"I met her on my arrival. I have kept her on the ship and brought her to Jamaica, and I feel sure the company, considering the circumstances, will not look upon this with disapproval." (There is a strict ruling against such action under normal circumstances).

Capt. Robson declares that the tidal waves that followed the hurricanes caused most of the damage and loss of life. He pays tribute to the behaviour of the crew, especially to his Belize sailors, all of whom had lost some member of their family, as well as their homes. These men, he says, were most faithful and loyal to the ship, working well throughout the day, only going ashore at night to try to repair their homes, but to a man always reporting for duty at six the next morning.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:

Bruce—South wall.
Cornwall—No. 6 buoy.
Cumberland—No. 3 buoy.
Herald—East wall.
Kent—North arm.
Medway and Sub.—No. 2 buoy.
Olympus—East wall.
Orpheus—In dock.
Perseus—East wall.
Phoenix—In dock.
Seraph—North wall.
Sirdar—North wall.
Sterling—North wall.
Suffolk—West wall.
Tamar—Basha.

FOREIGN MEN-OF-WAR.

Gill Eanes—Portuguese transport.

Helena—American gunboat.

STEAMERS' MOVEMENTS.

The C.P.S. R.M.S. Empress of Russia will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at midnight on December 18 instead of 1 a.m. as previously advised.

The B.I.s.s. Santhia left Singapore for this port on December 11, p.m., and is due here on December 18.

The P. & O. s.s. Corfu left Shanghai for this port on December 15 at 4.30 p.m., and is due here on December 18 at about 7 a.m.

The P. & O. s.s. Karmala left Singapore for this port on December 14 at 6 a.m. with the outward Home Mail, and is due here on December 19 at about noon.

CONSIGNEES' NOTICES.

Consignees of cargo ex m.v. Afrika are reminded to take delivery of their goods which will be subject to rent after December 18.

Consignees of cargo ex m.v. Hilda are reminded to take delivery of their goods which will be subject to rent after December 20.

Consignees of cargo ex s.s. Cracovia are reminded to take delivery of their goods which will be subject to rent after December 21.

December 17 to 23, 1931.

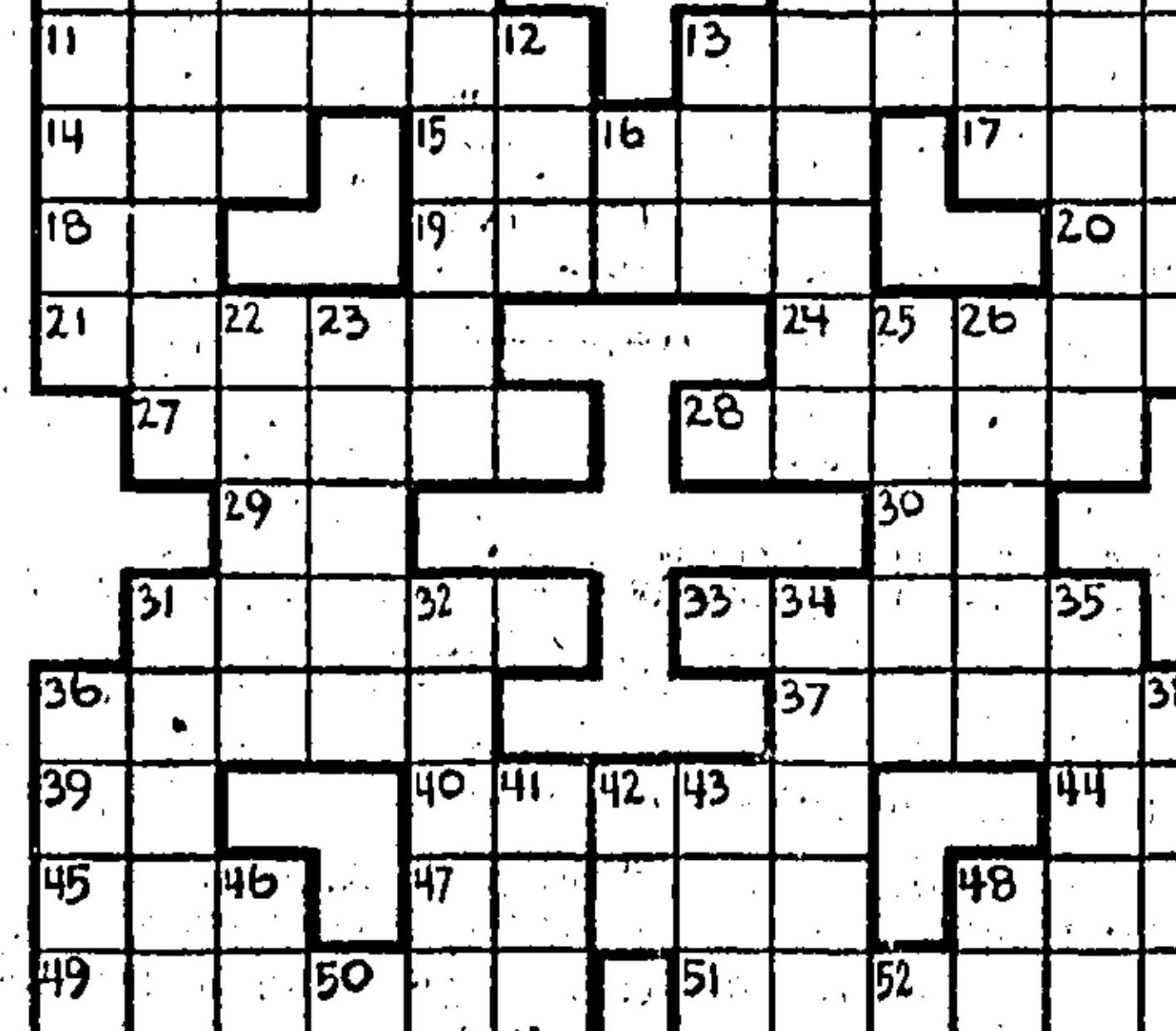
DATE	1. H. WATER	2. H. WATER	3. H. WATER
Dec.	Took	Took	Took
Thurs. 17	01 00 4	01 00 4	01 00 4
Fri. 18	01 00 5	01 00 5	01 00 5
Sat. 19	01 00 5	01 00 5	01 00 5
Sun. 20	01 00 5	01 00 5	01 00 5
Mon. 21	01 00 5	01 00 5	01 00 5
Tues. 22	01 00 5	01 00 5	01 00 5
Wed. 23	01 00 5	01 00 5	01 00 5

YESTERDAY'S SOLUTION.

SARA	SAADI	SLOP
IRIS	ASPER	HERA
POPS	ESPLANADE	SWEET
SWEET	ELL	AMADE
RAMBLES	SOS	MANSE
ARIL	EMEND	APE
NING	ESSE	LAPE
GEED	ANSAC	CLAN
ELM	ART	KNITED
SPORT	MAN	NEPAL
PLANDISTER	RATE	ATTS
CASE	ARGOC	DENSE
ATT	GROS	RAMS

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL (Cont.)
 1-A loud brazen sound
6-Scrutinies
11-Caustic repartees
13-Achieve
14-Unit
15-Passageway in a church
17-A beverage
18-Near
19-Charm
20-The (Fr.)
21-One of the minor planets
22-Devoted friend
27-Manufacturing city of England
28-Head
29-Specific gravity
30-A height (abbr.)
31-A hand
32-Gangs
33-Export
37-The opposite side
38-Beyond account (abbr.)
40-Impaled
44-Electrical engineer (name)
45-Pronoun
46-Highest note of Guld's scale
47-Greek letter
48-Conjunction
49-April (abbr.)
50-Taunt
51-Kad

VERTICAL (Cont.)
 13-The whole
16-Point of compass (abbr.)
22-An island on the Gulf of Riga
25-Native of Africa containing the eye
28-A climbing plant of the bean family
31-Pertaining to Slavs
32-Oil extracted from rose leaves (pl.)
33-Amounts to
35-Sharper
36-Nome of two U. S. Presidents
38-Long grass stems
41-Army Or

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf,
West Indies, Mauritius, East and South Africa,
Australia, including New Zealand and
Queensland ports, and Red Sea, Egypt,
Constantinople, Greece, Levantine
Ports, Europe, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*CORFU	15,000	1931. 18th Dec. Noon	Marseilles & London.
*ISOWALM	6,800	28th Dec.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	2nd Jan.	Bombay, Marseilles & London.
*MIRZAPORE	5,700	4th Jan.	Straits, Colombo & Bombay.
KARNALA	9,000	10th Jan.	M'selles, L'don, R'dam & A'werp.
CHITRAL	15,000	20th Jan.	Bombay, M'selles & London.
KASHMIR	9,000	13th Feb.	M'selles, L'don, R'dam & A'werp.
NALDERA	10,000	27th Feb.	Bombay, M'selles & London.
*SUDAN	6,800	5th Mar.	M'selles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	12th Mar.	M'selles & London.
RAJPUTANA	17,000	26th Mar.	Bombay, M'selles, London, Havre, Hamburg, Rotterdam & Antwerp.
*BURDWAN	6,500	2nd Apr.	
CORFU	15,000	9th Apr.	M'selles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, M'selles & London.
RANPURA	17,000	7th May	Bombay, M'selles & London.
CHITRAL	15,000	21st May	Bombay, M'selles & London.
RANCHI	17,000	4th June	Bombay, M'selles & London.
NALDERA	10,000	18th June	Bombay, M'selles & London.
KAIKAR-I-HIND	12,000	2nd July	Bombay, M'selles & London.
RAJPUTANA	17,000	16th July	Bombay, M'selles & London.
MANTUA	11,000	30th July	Bombay, M'selles & London.
RAWALPINDI	17,000	13th Aug.	Bombay, M'selles & London.
RANPURA	17,000	27th Aug.	Bombay, M'selles & London.
MALWA	11,000	10th Sept.	Bombay, M'selles & London.

*Cargo only. †Calls Casablanca. ‡Calls Djibouti.
Frequent connection from Port Said for Passengers and Cargo to Constanța, Pireaus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons	From Hong Kong About	Destination.
TIEAWA	10,000	26th Dec. 1931.	
SANTHIA	8,000	7th Jan. 1932.	Singapore, Penang & Calcutta.
TALMA	10,000	22nd Jan.	
TAHADA	7,000	5th Feb.	

B.L. ApCar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons	From Hong Kong About	Destination.
NANKIN	7,000	2nd Jan.	Manila, Rangoon, Brisbane, Sydney
NELLORE	7,000	30th Jan.	& Melbourne.
TANDA	7,000	4th Mar.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong Kong About	Destination.
SANGWHA	8,000	18th Dec. 1931.	Amoy, Shai, Moji, Kobe & Osaka.
KARNALA	9,000	19th Dec.	Shanghai, Moji, Kobe & Yokohama.
		1932.	
CHITRAL	15,000	1st Jan.	Shanghai, Kobe & Yokohama.
TALMA	10,000	1st Jan.	Amoy, Shai, Moji, Kobe & Osaka.
NELLORE	7,000	4th Jan.	Shanghai, Moji, Kobe & Yokohama.
*KALYAN	9,000	9th Jan.	Shanghai, Moji, Kobe & Osaka.
TAKADA	7,000	15th Jan.	Amoy, Moji, Kobe & Yokohama.
KASHMIR	9,000	15th Jan.	Shanghai, Moji, Kobe & Yokohama.
*SUDAN	6,800	26th Jan.	Shanghai, Moji, Kobe & Yokohama.
NALDERA	16,000	29th Jan.	Shanghai, Moji, Kobe & Yokohama.
TANDA	7,000	5th Feb.	Shanghai, Moji, Kobe & Yokohama.
CARTHAGE	16,000	12th Feb.	Shanghai, Moji, Kobe & Yokohama.
*NORDWAL	6,500	21st Feb.	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	17,000	26th Feb.	Shanghai, Moji, Kobe & Yokohama.
CORFU	15,000	11th Mar.	Shanghai, Moji, Kobe & Yokohama.
*SOMALI	6,800	24th Mar.	Shanghai, Moji, Kobe & Yokohama.
RANPURA	17,000	5th Apr.	Shanghai, Moji, Kobe & Yokohama.
CHITRAL	15,000	21st Apr.	Shanghai, Moji, Kobe & Yokohama.
TALMA	6,500	28th Apr.	Shanghai, Moji, Kobe & Yokohama.
*HANGALORE	6,500	28th Apr.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	17,000	5th May	Shanghai, Moji, Kobe & Yokohama.
NALDERA	16,000	10th May	Shanghai, Moji, Kobe & Yokohama.
KAIKAR-I-HIND	18,000	2nd June	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	17,000	16th June	Shanghai, Moji, Kobe & Yokohama.
*SUDAN	6,800	23rd June	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punka Louvre System.
Steamers on London and Australian Lines are fitted with Laundry.
Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C, Hong Kong. Agents

FEWER SAILING SHIPS.

Further Reduction in Tonnage.

The annual report of the British Sailing Ship Owners' Association shows a reduction in tonnage for the year of 38 ships and 4,361 net tons.

The returns published by the Registrar-General of Shipping and Seamen record that 82 sailing ships of 9,373 gross tons were added to the United Kingdom register during the twelve months, July, 1930, to June, 1931, including 36 new vessels of 5,983 gross tons built during 1930 and 1931. Of these 33 were built in the United Kingdom.

The number of sailing vessels added to the register is, however, more than offset by the number removed from it, which consisted of 256 vessels of 22,960 gross tons, of which 106 were broken up.

These figures do not reflect the gradual change which is taking place in the composition of the fleet employed by members of the association in the coasting trade. During the last few years a large number of the vessels owned by members have been fitted with auxiliary power.

Such vessels have a quicker turn round and can make more voyage in the year than vessels which rely solely on sails as their means of propulsion, so that the reduction in the total tonnage entered in the association, the details of which are given in the next paragraph, may very well go hand in hand with an increase in its carrying power.

Lloyd's Register (in which only vessels of 100 gross tons and over are recorded) shows that on June 30, 1931, there were in the United Kingdom 75 vessels of 16,024 gross tons fitted with auxiliary power. All except one of these were fitted with motor engines.

The Registrar-General in his returns includes sailing ships fitted with auxiliary motors under the heading of motor ships, and according to these returns there are now on the United Kingdom Register 348 motor ships of between 50 and 100 gross tons, and 246 of 100 to 300 gross tons. Many of these form part of the tonnage entered in the association.



CLAREMONT PRIVATE HOTEL

Austin Road, Kowloon.
(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)

Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

EXCLUSIVE TABLE
entirely under European management.

Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.

Terms very moderate. Reservations by letter or cable.

CLAREMONT
Tel.: 57389 & 57385 (Private).
Teleg. Add.: "Pera" H.K.
Our motto is "SERVICE."

CLAREMONT
Recently Launched At Belfast.

BRITAIN'S LARGEST MOTOR-SHIP
Chartered Motor Vessel,

"HILDA"

From TRIESTE, VENICE, BRINDISI, PORT SAID, ADEN, BOMBAY, KARACHI, BOMBAY, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 29th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

In the case of dutiable goods, Consignees are requested to inform The Imports & Exports Office that they have such goods for examination.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO. LTD.
Agents.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer.

"CRACOVIA"

From TRIESTE, VENICE, BRINDISI, PORT SAID, ADEN, BOMBAY, COLOMBO & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

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THE CARAVAN
JUST RECEIVED
SPECIAL CONSIGNMENT OF
LINGERIE (LATEST DESIGNS)
LOUNGING PYJAMAS.
NOW ON VIEW AT
7, CHATER ROAD (KING'S BLDG.),
KOWLOON. TEL. 21450.

ARCADE
PENINSULA HOTEL,
KOWLOON. TEL. 58981.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, DECEMBER 17, 1931.

DENTALINE

(Concentrated Antiseptic)
is more than a mouth-wash — it actually
KILLS GERMS

Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
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Asiatic Building Tel. 20345. Queen's Road



SHOWING TO-DAY
at 2.30, 5.10, 7.15 & 9.20 p.m.

THE STRANGEST ROMANCE
EVER FILMED!

The Black Heart of Equatorial Africa — the Belgian and French Congo — the Duck-Billed Women — the Pygmies — the Most Amazing Lion Fights Ever Screened!

SEE AND HEAR LIVING AFRICA!



NEXT CHANGE
WANTED for love!



"THE TEXAN"
with GARY COOPER
FAY WRAY
A Paramount Picture

A TEXAS Sheriff wants him for murder — two women want him for love. This stell-muscled, hard-riding caballero of the badlands. Who wins?

See and hear Gary Cooper, famous as "The Virginian" in another fascinating all out-door romance!

COMMENCING SATURDAY, Dec. 19.

Special Added Attraction!

The World Renowned Orchestra

DICK LEUTERIO

AND

HIS CAPITOLIANS

(THE PARAMOUNT PICTURES ORCHESTRA
OF NEW YORK)

Will play a Combination programme of Music at
all the Four Shows daily.

PRICES AS USUAL!

BOOK EARLY!

Telephone No. 25720.

SUMMARY OF THE DAY'S NEWS AND CABLES FOR THE BUSY MAN

The Prince and Travel.

The Prince of Wales, at the annual meeting of the Travel Association, yesterday, delivered a stirring address on Travel, with especial reference to travel in Great Britain and Ireland.

* * *

Burma Conference.

Apparently Lord Peel's recent statement has been misunderstood, for certain delegates since it was made have abstained from the discussions. However, Lords Peel and Lothian made explanations yesterday, which, apparently, are regarded as satisfactory, and the "absentees" are once again taking an active part in the deliberations.

* * *

Common Trade Policy.

The secretary to the Department of Overseas Trade, in the course of a speech at Sheffield, yesterday, referred to the approaching Ottawa Conference, and hoped a common trade policy for the Empire would evolve. With such a policy, world competition in exports could be faced with confidence.

* * *

British Stocks.

On the Stock Exchange yesterday, leading British Government stocks were generally one-eighth to three-eighths higher, with the sterling-dollar rate quoted a shade better, at 3.44%.

* * *

Far East.

December 21 has been fixed for the convocation of the plenary session of the Central Executive, and Central Control Committees in Nanking.

Mr. T. V. Soong and Mr. Tai Chia-tao are reported to have resigned from the special Foreign Relations Committee.

General Chang Hsueh-liang has resigned his post as Vice-Commander of the Chinese military and naval forces. He has been appointed Director of Peace Preservation in North China.

Japanese military authorities, it is understood, are not dispatching additional troops to Manchuria, in view of the fact that preparations are being made to withdraw Chinese troops within the Great Wall.

The authorities of the Chinese Eastern Railway are said to have approached the South Manchuria Railway with an offer to sell to the latter the southern section (Harbin to Changchun) of the C.E.R.

* * *

Another British Gesture.

The Daily Herald say the Cabinet is considering suspending the whole naval building programme, excepting submarines, in order to give another lead to the Powers. It will only be a temporary measure, if it is decided upon, and may be revoked if the Disarmament Conference is not successful.

Kingsford-Smith.

After many vicissitudes Air Commander Kingsford-Smith safely arrived at Croydon, yesterday, with the Australian Christmas Mails. He was accorded a great welcome.

* * *

Manchurian Commission.

The personnel of the League's Commission of Inquiry is likely to be published in a day or two.

* * *

Crushed by A Log.

Three Workmen, of the Green Island Cement Works, yesterday, were injured when a log of wood, which they were sawing at, rolled from its supports and crushed them.

* * *

Who Dropped those Bricks?

A Chinese shop cooler was injured on the head in Pottinger

Congratulations.

The U. S. Government has congratulated M. Briand on the success of the League Council's Session respecting the Manchurian dispute.

* * *

U.S. Trade Figures.

For the eleven months of this year, exports and imports show a decided shrinkage. The balance of trade, however, is yet considerably in the U.S.'s favour.

* * *

U.S. Gold.

Stocks actually increased in the period January to November 1931. The surplus of imports over exports being \$88,000,000.

Films and Education.

An interesting report on films and "talkies" as aids to education has just been published. Its conclusions are worth reading in detail on page 1.

G. B. and Siam Phone Service.

From to-day it will be possible to hold telephone communication between the two countries.

New Buses for London.

A fleet of 250 mammoth omnibuses is to be put on London streets next year.

Another Anti-Dumping Order.

Is expected to be issued to-night, and may include a duty on foreign cottontongs.

Trooper's Ambition to Fly.

Trooper Hale, age 19, was bound over, yesterday, for flying an aeroplane left intended. He said a feeling to go for a joy-ride came over him, so he flew.

Railway Rates.

In order to compete with road and water transport, the railways have been granted permission by the Railway Rates Tribunal in London to charge less than the standard rate for certain kinds of merchandise and passenger traffic, in various parts of the country.

STOLEN RADIUM.

A small quantity of radium valued at £10,000 has been stolen from a Barcelona hospital. It is feared that the thief will endeavour to sell it abroad.

Getting Rid of Smoke.

A process for low temperature carbonisation of coal—Salerni System—is to be developed. It is claimed it will rid Britain of smoke, create a home supply of oil and motor fuels, and restore the mining industry to prosperity.

Mr. Winston Churchill.

Is making favourable progress

and now suffers much less pain.

Premier.

Mr. MacDonald leaves London to-day for Lossiemouth, where he will spend Xmas.

Reparations Conference.

A representative of the British Treasury leaves to-day for Paris to confer with French Treasury officials concerning the proposed International Reparations Conference.



Don't let a Cough
Torture you — take

'RESIVAL'



AT THE STAR TO-DAY TO SATURDAY
AT 2.30, 5.20, 7.20 & 9.20.



with IRENE RICH — H. B. WARNER

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